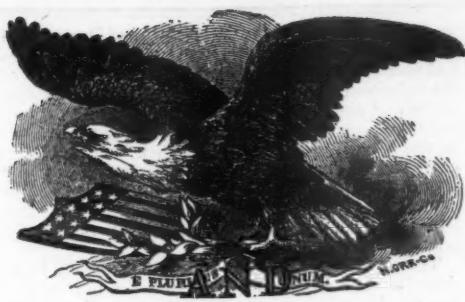


ARMY

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THE GRANT-JOHNSON CORRESPONDENCE.

WITH the President's rejoinder to the last letter of the General-in-Chief, we may consider the pleadings in that famous case closed, and that the issue is made up and put before the country. While the dispute consists in a general difference of opinion as to the conduct of General GRANT regarding the reinstatement of Secretary STANTON, the particular point of disagreement now appears to be whether General GRANT ever, expressly or by implication, promised Mr. JOHNSON that he would give him the chance, in case Mr. STANTON should be restored, to put another man in the war office before Mr. STANTON should get possession. General GRANT having denied making any such promise, Mr. JOHNSON calls in his Cabinet as witnesses. These officers, with more or less positiveness or distinctness, endorse Mr. JOHNSON's theory of the Cabinet conversation. Mr. SEWARD's letter, while the most cautious and adroit, yet bears the marks of being one of the most accurate of those reports. And the contrast between the tone of that document and the President's is most remarkable. The President's used such language, and implied such charges, that GRANT indignantly declared that his "honor as a soldier and integrity as a man had been violently assailed;" but no such inference could be got from Mr. SEWARD's letter, which shows how each of the persons might have misunderstood each other, and yet neither could be accused of duplicity.

Mr. RANDALL's testimony is the strongest. Mr. WELLES' letter is a simple endorsement of President JOHNSON's statement. Mr. McCULLOCH, though saying little, remarks that he "cannot undertake to relate the precise language used," but thinks the President's account "substantially, in all important particulars," right.

A very noteworthy statement is that of Mr. BROWNING—and particularly in the fact that it establishes, beyond dispute, that the conversation was one on which different interpretations could fairly be put, and whence different inferences could be drawn. In alluding to the discussion of the Tenure-of-Office bill, he says that General GRANT expressed his belief that if the Senate should not concur in the suspension, then Secretary STANTON would thereby be reinstated, and that he (GRANT) could not continue to act without subjecting himself to fine and imprisonment. "He came over on Saturday," says Mr. BROWNING, "to inform the President of this change in his views, and did so inform him." The President replied that he had acted not under the Tenure-of-Office bill, but "by virtue of the authority derived from the Constitution," etc. He adds: "They continued to discuss the matter some time, and finally General GRANT left without any conclusion having been reached, expecting to see the President again on Monday."

Now, looking at all the documents on both sides.

we think certain conclusions can with probability be deduced. First, that both the President and General GRANT are thoroughly convinced they are right, and are acting from honest conviction. Secondly, that General GRANT did *not* commit himself in any way to a support of the President in his purpose to foil the Senate in its reinstatement of Mr. STANTON. Thirdly, that the President, while he may fairly disapprove and condemn, if he chooses, the position and views of General GRANT in this matter, ought not to reflect on the General's character for honor and veracity, especially when, at best, it is only one interpretation of disputed facts, which affords ground for so serious a personal imputation. Fourthly, that, above all, there is no basis for the charges of "disrespect" and "insubordination" urged in some quarters against General GRANT, whose whole previous career, indeed, has been free from these faults to a remarkable degree.

A COMMITTEE of gentlemen, representing the merchants of New York, are now at Washington, urging Congressional action in the matter of preserving and improving the harbor of New York. Apart from the necessities of the case, their application is based upon the fact that the United States Government has done nothing for this, by far the most important harbor in the country, although liberal appropriations have been made for the improvement of the entrances to other ports of the country, such as the Mississippi, Charleston, the Chesapeake and Delaware Bays, Boston, etc. The attention of the General Government was called to the necessity of improving the navigation of Hell Gate, in 1848, and very able reports on that subject were made by Vice-Admiral D. D. PORTER and Admiral C. H. DAVIS, then lieutenants in the Navy. A detailed and accurate report, with plans, was also presented last year by General JOHN

NEWTON, of the Engineer Corps, but nothing was done beyond authorizing the printing of this report. In addition to the obstructions at Hell Gate, there are other obstructions in the East River which need attention—Diamond Reef, between the Battery and Governor's Island; Coenties Reef, off Coenties Slip pier; a rock at the foot of Jay street, Brooklyn; a reef at Corlaer's Hook, and two other reefs between piers No. 55 and No. 72. There are two wrecks obstructing the channel at Sandy Hook which also require removal, and Congressional action is further required to prevent the encroachments upon the North River side, which have been authorized by the Legislature of New Jersey. The importance, in a national point of view, of preserving the harbor of New York, cannot be questioned. The only doubt is as to whom the work properly belongs; but in view of the conflicting questions of State jurisdiction between New York and New Jersey, and the inertness of the State and municipal authorities of New York, the appeal to

the Government at Washington is well taken. It has so far succeeded that Senator MORGAN has offered a resolution, which was agreed to, requesting the Secretary of War to communicate the estimated expense of removing Battery Diamond, and Coenties Reefs in the East River. Resolutions were also offered, by the same Senator, authorizing the Light House Board to place a light-ship on the wreck at Sandy Hook, and to ascertain the expense of clearing out the rocks in Hell Gate. The Light House Board have given orders to keep the iron

buoys in New York Harbor during the Winter, extra anchors and chains to be employed for this purpose. Senator MORGAN has offered a resolution to appoint a commission to stop the encroachments of New Jersey on the North River. The commissioners named are General A. A. HUMPHREYS, U. S. Engineers; Commodore T. A. JENKINS, U. S. Navy, and Professor B. PEIRCE, Superintendent U. S. Coast Survey.

The whole force of the Adjutant-General's Office has been occupied for the past few weeks with the preparation, for submission to Congress, of the report of the board appointed to revise the Articles of War and the Regulations of the Army. The board has substantially ended its labors, and Lieutenant-General SHERMAN has returned to his command at the West, leaving Generals SHERIDAN and AUGUR to attend to the completion and presentation of the report. We do not understand that the revision of the Articles of War and Regulations has been a radical one, the purpose being simply to strike out what was obsolete and conform them to the existing laws of Congress and the decisions of the departments. The Articles of War will require, of course, to be reenacted by Congress, and it is altogether possible that they may receive some modification in passing the criticisms of that body. As the Regulations are based upon the military law, any modification in the Articles adopted by this board as a basis for Congressional action will necessitate a corresponding change in the Regulations, as revised by them. Hence, it will probably be some time before the labors of the board shall have been finally completed, and the result of the deliberations embodied in express enactment for the guidance of the military service. We hope soon to be able to present our Army readers with the summary of the changes reported by this board of revision.

By order of the President, a new Military Division, to consist of the Department of the Lakes, Department of the East, and Department of Washington, has been instituted, to be commanded by Lieutenant-General Wm. T. Sherman, and called the Military Division of the Atlantic, with Headquarters at Washington, D. C. General Sheridan is ordered to command temporarily the Military Division of the Missouri, in addition to his duties as department commander. The sub-district of Fortress Monroe, Va., has been abolished, and a portion of the First Military District embraced in that command, except the artillery school and post of Fortress Monroe, is designated as the sub-district of Norfolk, to be commanded by Major D. Woodruff of the Twenty-first Infantry, with headquarters at Norfolk, Va. The artillery school and post of Fortress Monroe, is to be an independent command; but this command will not include Company A, Fifth Artillery, nor the quartermaster's depot. Major Joseph Stewart, of the Fourth Artillery, has been relieved from the command of the sub-district of Alexandria, Va., by Brevet Lieutenant-Colonel H. L. Chapman of the Twenty-ninth Infantry.

COMPANY K, Twentieth Infantry, has been ordered to proceed from Point Coupee to Baton Rouge, La., and report to the commanding officer of the regiment. In executing this order, the commanding officer of Company K will leave a detachment of one sergeant and eight privates at Point Coupee until further orders.

GENERAL Babcock, of General Grant's staff, has returned from his visit to Mexico, and resumed his duties at the headquarters of the Army.

THE ARMY.

SECOND Lieutenant Francis L. Hills, Third U. S. Artillery, was recently tried before a General Court-martial which convened at Fort Adams, R. I., charged with "neglect of duty." The first specification to this charge avers that the accused being in command of the post guard at Fort Adams, R. I., failed to enforce the written standing order of the guard that "no lights will be allowed in the prison room." The second specification is to the effect that the accused failed to parade with his guard when visited by the officer of the day on the night of the 29th of last December. The third specification alleges a similar offense on the morning of the 30th of December. To this charge and specifications the accused pleaded "not guilty." The court found Lieutenant Hills "guilty" of the second and third specifications, but attached no criminality thereto, and "not guilty" of the first specification and the charge, and therefore acquitted him.

BREVET Major-General Sherman, commanding the Department of the East, makes the following remarks on the case:

In case of Lieutenant Hills, Third Artillery, the findings on the first and second specifications being fairly supported by the evidence, are approved. The findings on the third specification and charge are disapproved. The officer of the guard being proved to be *present* with his guard, how could the guard have been paraded without his orders, and he "Not guilty of neglect of duty?" As well might the sergeant of a guard be allowed to march the guard from the post without the knowledge of its commander, without attributing to him any neglect of duty. It is the duty of the commander of a guard to keep his guard in hand at all times, and to so regulate his communication with his guard that everything that transpires in and around it will be communicated to him immediately. If he fails to do this he neglects his duty, and is responsible for all the consequences of such neglect.

The accused will be released from arrest and return to duty.

MAJOR-GENERAL Meade has issued the following order:

Numerous applications having been made to the major-general commanding, relative to the provisions and the execution of General Orders No. 49, series of 1867, from these headquarters, and being satisfied from reports and representations that, in some instances, the operations of the order have proved embarrassing and of an effect not designed when it was issued—the intention having been to prevent by prompt and energetic action the use of official patronage to obstruct, hinder and delay reconstruction under the Acts of Congress—he therefore directs that the aforesaid order be modified to read as follows:

I. The giving of all advertisements and other official publications heretofore or hereafter to be provided for by State or municipal laws or ordinances, by the civil officers whose duty it is to cause such publications to be made, is prohibited, to such newspapers and such only, as attempt to obstruct in any manner the civil officers appointed by the military officers in this District in the discharge of their duties by threats of violence, of prosecution or other penalty as soon as the military protection is withdrawn for acts performed in their official capacity.

II. If in any of the counties in either of the States in this District, there be but one newspaper published, civil officers, whose duty it is to advertise in accordance with law, are authorized to advertise in said paper regardless of the provisions of paragraph I. of this order.

III. All officers in this Military District, whether military or civil, and all boards of registration, or other persons in the employment of the United States under military jurisdiction, are directed to give prompt attention to the enforcement of this order. Opposition to reconstruction, when conducted in a legitimate manner, is not to be considered an offence; but will be so considered when accompanied by violent and incendiary articles threatening the preservation of the peace, or by attempts to obstruct civil officers, as indicated in paragraph I. of this order. Should any civil officer violate the provisions of this order, the case will be promptly reported to these Headquarters.

IV. This order is not to be construed as affecting advertisements being published at the date of the order, or prior to its receipt by the civil officer who is affected thereby.

BREVET Major-General Canby, commanding the Second Military District, has issued the following general order:

At any sale of personal property by virtue of execution issued upon any judgment of any court of the State of South Carolina, rendered prior to the 19th day of December, 1860, or subsequent to the 29th day of April, 1865, upon any cause of action arising on any contract entered into prior to the 19th day of December, 1860, if the highest amount offered or bid at such sale for such property shall be less than two-thirds of the fair cash value of such property, which value shall have been ascertained and fixed on or before the day of sale, by three appraisers, one of whom shall be named by the defendant, one by the plaintiff, and the third by these two, and a minute of whose appraisement shall be certified on the process by the officer holding the same, then, and in every such case, it shall be the duty of the sheriff or other officer conducting said sale, at the request of either or any party to the record, then and there to adjourn and postpone such sale for the period of three calendar months.

At any sale of real estate by virtue of execution upon any judgment, or by virtue of any decree of any court of the State of South Carolina, rendered prior to the 19th day of December, 1860, or subsequent to the 29th day of April, 1865, upon any cause of action arising on any con-

tract entered into prior to the 19th day of December, 1860, if the highest amount offered or bid at such sale for such real estate shall be less than two-thirds of the amount of the valuation of such real estate, as assessed in the last preceding assessment for State taxes and a minute of which assessed valuation shall be certified on the process by the officer holding the same, then, and in every such case, it shall be the duty of the sheriff, master, or other officer conducting such sale, at the request of either or any party to the record, then and there to adjourn and postpone such sale for the period of three calendar months.

The provisions of this order shall not apply to executions for the collection of overdue taxes, nor to any process for the enforcement of any lien for labor or material recognized and guaranteed by the laws of the State, or by military orders.

At the request of First Lieutenant James N. Wheelan, Second U. S. Cavalry, a Court of Inquiry was ordered by General Augur to meet at Fort McPherson, Nebraska, on the 30th of last December, to investigate his conduct in an affair with Indians near Bridger's Ferry, in May last. The Court made the following report:

After a careful review of all the facts, the Court is of the opinion:

First, That Lieutenant James N. Wheelan ought not to have left the ox train, with his small party, in an Indian country, although it does not appear that he was with the train to protect it, but merely for the additional safety which the train would afford his own small party.

Second, That he was reprehensible in allowing his wagon to fall behind him, in a country in which, from his own disposition, it is evident he knew there was danger of attack; and that for this neglect of duty his conduct merits censure.

Third, That, admitting that Lieutenant Wheelan ought, perhaps, have attempted to rejoin the wagon after the attack was made, the Court sees in his conduct only, at most, an error of judgment as to the best means of extricating his whole command, including the wagon, from danger; and is therefore of opinion that there is no ground in his entire conduct for imputing a want of courage or soldierly conduct to him, nor any circumstance which should cast any blemish on his reputation as an officer and a gentleman.

The findings of the Court in the above case have been approved by Brevet Major-General Augur, commanding Department of the Platte,

BREVET Major-General Canby, commanding the Second Military District, has issued the following order:

I. In trials for offences at common law or under State statutes, and in trials of civil actions, Provost Courts, Military Commissions and Military Tribunals, organized by virtue of authority under the Reconstruction Acts of Congress, will be governed by the rules of evidence prescribed by the laws of the State in which the case is tried.

II. No Provost Court will entertain jurisdiction of any case, nor will any post commander refer any case for trial by any such Court, unless it shall appear to the satisfaction of the post commander and shall be certified by him, either:

First, That the case involves matters of difference between employer and employee respecting rights under provisions of military orders; or,

Second, That the proper State authorities have refused or unreasonably failed or are unable to take action needful for the protection of person or property; or,

Third, That there is good ground for believing, upon facts shown, which must be preserved of record, that impartial justice cannot be secured in the State courts, by reason of prejudice on account of race, color or former condition.

MAJOR-GENERAL Halleck, commanding the Military Division of the Pacific, on the 12th ult., issued the following order, announcing the death of General Steele:

The Division Commander announces with regret and sorrow the death, at San Mateo, California, on the 12th inst., of Brevet Major-General Frederick Steele, colonel of the Twentieth Infantry, and late commander of the Department of the Columbia.

General Steele entered the Army in 1843, and served with distinction in the Mexican War, being twice brevetted for gallant and meritorious services—first, at the battle of Contreras, and, second, at the battle of Chapultepec. During the War of Rebellion he held most important commands, and was distinguished in numerous battles, being promoted to the rank of major-general of Volunteers and brevet major-general in the Army.

His sudden death brings grief, not only to his family circle and his comrades of the Army, but also to numerous friends, to whom he had become endeared by his unsullied honor, his integrity of character, and his kind and gentle manners, during his long and faithful services on the Pacific coast. Few men have left so high a record of character and services as General Steele.

BREVET Major-General Canby, commanding the Second Military District, has issued the following order:

The Constitutional Convention assembled in South Carolina under the authority of the laws of the United States, having, in conformity with the eighth Section of the law of March 23, 1867 (supplementary to the law of March 2, 1867, "To provide for a more efficient government of the Rebel States"), by an ordinance adopted in convention on the 30th day of January, 1868, prescribed "the fees, salary and compensation to be paid to the delegates and other officers" of the convention; and having provided for the levy and collection of such taxes, on the property of the State, as may be necessary to pay the same; and having directed that the taxes so provided for shall be paid into the treasury of the State in reimbursement for advances made from the said treasury, for the purpose of defraying the current expenses of

the convention, the payment of its officers, members, and contingent accounts; It is ordered,

First, That the assessors of taxes in the State of South Carolina shall add to the assessments already made or about to be made under authority of General Order No. 139, of December 2, 1868, from these Headquarters, the taxes levied under the ordinance before cited and hereinafter published, and the collectors of taxes will proceed to collect the same at the time and in the manner prescribed by the laws of the State and the General Orders No. 139 before cited, and pay the same into the treasury of the State.

Second, That the treasurer of the State is hereby authorized and directed to pay the *per diem* and mileage of the delegates, the compensation of the officers, and the contingent expenses of the convention, upon the warrants of the President, in the usual form.

BREVET Major-General Sherman, commanding the Department of the East, has issued the following order:

It being considered that the object of the following communication from the Adjutant-General's Office, can be best reached, and its purport most easily made manifest, by publishing the same, it is hereby communicated for the information of this command:

ADJUTANT-GENERAL'S OFFICE,
WASHINGTON, February 1, 1868.

Brevet Major-General T. W. Sherman, Commanding Department of the East, Philadelphia, Pennsylvania:

Sir: Referring to your endorsement of the 8th ultimo, forwarding the communication dated December 31, 1867, of Captain Watson Webb, Third Artillery, who appeals from your action in disapproving, as post commander of Fort Adams, R. I., the proceedings of a garrison court-martial convened by you at that post December 27, 1867, for the trial of Private James Healy, Company H, Third Artillery, for neglecting, while on duty as a sentinel, to salute Captain Webb, the court finding Private Healy guilty of "conduct to the prejudice of good order and military discipline," and sentenced him to imprisonment and forfeiture of pay, you are respectfully informed that the papers, having been referred to the Judge-Advocate-General, have been returned by him with the opinion that your action in disapproving the proceedings of the court was proper, as, at the time of the alleged offence of Private Healy, Captain Webb was undergoing suspension of rank, and not, therefore, entitled to a salute; and that Captain Webb's course in appealing from your action is regarded as frivolous and actuated by an improper spirit, and would, it is believed, justify his being publicly censured, instead of giving him an official reply to his communication.

The decision of the Judge-Advocate-General has been approved by the General-in-Chief.

Very respectfully, your obedient servant,

E. D. TOWNSEND, Assistant Adjutant-General.

ABSTRACT OF SPECIAL ORDERS ISSUED FROM THE ADJUTANT-GENERAL'S OFFICE FOR THE WEEK ENDING FEBRUARY 10, 1868.

Including the Abstract for February 3, 1868, which was not issued in time to furnish it with abstract of the previous week.

Monday, February 3d.

RECRUIT Charles O'Donnell, general service U. S. Army, now supposed to be confined in a penitentiary of Kentucky, will be dishonorably discharged the service of the United States, to date August 14, 1867, with loss of all pay and allowances.

Permission to delay compliance with so much of Special Orders No. 4, January 6, 1868, from this office, as directed him to proceed, without delay, to join his regiment in the Third Military District, is hereby granted Brevet Lieutenant-Colonel D. P. Hancock, captain Seventh U. S. Infantry, for ten days.

So much of Special Orders No. 13, January 18, 1868, from Headquarters Seventh U. S. Cavalry, as transferred Second Lieutenant Frank M. Gibson, of that regiment, from Company M to Company A, is hereby confirmed.

So much of Special Orders No. 216, December 24, 1867, from Headquarters Military Division of the Pacific, as assigned the following-named officers of the Eighth U. S. Cavalry, to the companies set opposite their respective names, is hereby confirmed: First Lieutenant W. McCleavey, to Company C; First Lieutenant A. B. Wells, to Company L; First Lieutenant E. G. Fecet, to Company I.

Second Lieutenant D. G. Swaim, Thirty-fourth U. S. Infantry, will remain in this city until the disposal of the case of William H. McArdle, before the Supreme Court of the United States, when he will proceed, without delay, to join his proper station.

Leave of absence for thirty days is hereby granted Second Lieutenant Edmund Luff, Eighth U. S. Cavalry, at expiration of which he will report to Brevet Major-General Butterfield, superintendent general recruiting service, New York City, who will order him to join his regiment by way of the Isthmus of Panama. The usual advance mileage will be allowed him.

The leave of absence for three months granted Second Lieutenant William E. Rogers, Corps of Engineers, in Special Orders No. 495, November 15, 1867, from this office, is hereby extended six weeks.

By direction of the President, Sergeant Richard H. Foulk, alias John C. Nolan, Company C, Twenty-sixth U. S. Infantry, now supposed to be in confinement with his command, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving.

Private Thomas A. Hopkins, Company E, Fifth U. S. Artillery, having been appointed hospital steward U. S. Army, will report in person, without delay, to the commanding general and medical director Fifth Military District, for assignment to duty.

Paragraph 8, Special Orders No. 7, January 9, 1868, from this office, is hereby so amended as to direct First Lieutenant J. E. Wilson, Second U. S. Artillery, at the expiration of the delay granted therein, to report in person to Brevet Major-General Butterfield, superintendent general recruiting service, for assignment to duty.

The leave of absence granted Brevet Brigadier-General George A. H. Blake, colonel First U. S. Cavalry, in Special Orders No. 473, October 19, 1867, from this office, is hereby extended until June 1, 1868.

Private Adam Hildner, Company G, Forty-fourth U. S. Infantry (Veteran Reserve Corps), now supposed to be serving with his command, will be dishonorably discharged the service of the United States upon the receipt of this order at the place where he may be serving.

By direction of the President, so much of Special Orders No. 195, paragraph 7, August 19, 1862, from this

office, as discharged Lieutenant I. S. Jenkins, regimental quartermaster Second California Cavalry, is hereby revoked, he having been previously discharged, to date July 19, 1862, by letter of same date from Headquarters Department of the Pacific.

By direction of the President, so much of Special Orders No. 174, paragraph 7, April 16, 1863, from this office, as discharged Second Lieutenant Chauncey Hodge, Tenth Connecticut Volunteers, on adverse report of a board of examination, is hereby revoked, he having been paid to May 25, 1863, on authority of Special Orders No. 203, paragraph 4, May 25, 1863, from Headquarters Department of the South, which accepted his resignation, to take effect on that date, on account of disability.

The following-named officers will proceed, without delay, to Omaha, Nebraska, and report in person to the commanding general Department of the Plate: Brevet Colonel W. H. Walcott, captain U. S. Army (retired); Brevet Major J. H. Donovan, captain Forty-fourth U. S. Infantry (Veteran Reserve Corps); Brevet Major H. J. Hayden, first lieutenant Third U. S. Artillery; Second Lieutenant J. T. McMann, First U. S. Infantry.

Sergeant James Adams, Company B, Third U. S. Artillery, is hereby transferred to Battery C, Third U. S. Artillery, and will be sent to that command at Fort McPherson, Nebraska.

Commutation of subsistence at usual rates will be furnished, if it is impracticable to provide subsistence in kind while *en route*.

Patrick Hart, Superintendent of the National Cemetery at Point Lookout, Maryland, will proceed, without delay, to Richmond, Virginia, and assume charge of the National Cemetery at that place.

Andrew J. Kendall, Superintendent of the National Cemetery at Montgomery, Alabama, will proceed to Natchez, Mississippi, and assume charge of the National Cemetery at that place. This order to take effect when the cemetery at Montgomery shall have been discontinued and the bodies removed to Marietta, Georgia.

Alexander McAlpine, Superintendent of the National Cemetery at Jeffersonville, Indiana, will proceed, without delay, to Springfield, Missouri, and assume charge of the National Cemetery at that place.

J. F. Carl, Superintendent of the National Cemetery at Savannah, Georgia, will proceed to Vicksburg, Mississippi, and assume charge of the cemetery at that place. This order to take effect when the cemetery at Savannah shall have been discontinued and the bodies removed to Marietta, Georgia.

Robert Wood, Superintendent of the National Cemetery at Millen, Georgia, will proceed to Marietta, Georgia, and assume charge of the National Cemetery at that place. This order to take effect when the cemetery at Millen shall have been discontinued and the bodies removed to Marietta.

Tuesday, February 4th.

Captain James H. Gageby, Thirty-seventh U. S. Infantry, will, on the expiration of the permission to delay proceeding to join his regiment, granted him in Special Orders No. 9, January 11, 1868, from this office, or as soon thereafter as practicable, proceed, without delay, to join his regiment in the Department of the Missouri.

Private William Rooney, Second U. S. Artillery, now supposed to be serving with his command, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving. This soldier is entitled to pay, etc., only under paragraph 171, Revised U. S. Army Regulations of 1863.

Brevet Captain William Shields, First Lieutenant, Forty-fourth U. S. Infantry (Veteran Reserve Corps), is hereby relieved from duty in the Bureau of Refugees, Freedmen, and Abandoned Lands, and will proceed, without delay, to join his regiment in the Department of Washington.

Brevet Captain D. I. Ezekiel, First Lieutenant Thirty-eighth U. S. Infantry, will, upon the adjournment of the court-martial of which he is a member, proceed without delay, to join his regiment in the Department of the Missouri.

Hospital Steward D. W. Davis, U. S. Army, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving.

As soon as the interests of the service will permit, the general commanding Department of the Missouri will grant a furlough for four months to Hospital Steward Edward B. Keller, U. S. Army, now on duty at Santa Fe, New Mexico.

By direction of the President, Brevet Major Robert Avery, First Lieutenant, Forty-fourth U. S. Infantry (Veteran Reserve Corps), is hereby relieved from further duty in the Bureau of Refugees, Freedmen and Abandoned Lands, and will proceed to join his regiment in the Department of Washington, with permission to delay reporting for thirty days.

Private Martin O'Connor, General Service, U. S. Army, on duty as messenger in this office, is hereby appointed a sergeant in the general service, vice Williamson, deceased, to date from the first instant.

Private David Carty, alias John McCarthy, Company "G," Eighth U. S. Cavalry, now supposed to be serving with his command, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving. This soldier is entitled to pay, etc., only under paragraph 1871, Revised U. S. Army Regulations of 1863.

Private Charles F. Newcomb, Company H, Twenty-third U. S. Infantry, now supposed to be serving with his command, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving. This soldier is entitled to pay, etc., only under paragraph 1871, Revised U. S. Army Regulations of 1863.

Wednesday, February 5th.

Private Robert Haldenried, Company A, Third U. S. Cavalry, now supposed to be serving with his command, will be discharged from the service of the United States upon the receipt of this order at the place where he may be serving.

Major-General P. H. Sheridan is hereby authorized to draw commutation of fuel and quarters while on duty as a member of the Board of Officers convened in this city by Special Orders No. 523, December 18, 1867, from this office, provided he is not furnished quarters in kind or commutation therefor elsewhere.

On the recommendation of his company commander, the unexecuted portion of the sentence of a General Court-martial, promulgated in General Orders No. 5, of January 19, 1868, from Headquarters Department of Washington, directing Private Charles O. Jones, Company G, Twelfth U. S. Infantry, (a minor,) to forfeit to the United States all pay and allowances that are or may become due him; to be confined at hard labor, in charge of the guard, at the station of his company, for the period of three months, wearing a ball and chain attached to his right leg, the ball to weigh twelve pounds; to wear a placard on his breast with the word "Thief" thereon for the same period, and then to have his head shaved and be drummed out of service, is hereby remitted, and he will be dishonorably discharged the service of the United States upon the receipt of this order at the place where he may be serving.

The telegraphic orders of the 1st instant, from this office, directing the following-named officers to repair to Atlanta, Georgia, and report to Brevet Brigadier-General C. C. Sibley, Colonel Sixteenth U. S. Infantry, President of the Court of Inquiry, convened by Special Orders No. 6, January 8, 1866, from this office, as witness, is hereby confirmed:

Brevet Major-General Charles R. Woods, lieutenant colonel thirty-third U. S. Infantry.

Brevet Major-General Amos Beckwith, major and commissary of subsistence.

The band stationed at San Antonio, Texas, under General Orders No. 87, of October 23, 1866, from this office, as one of the fifteen authorized by Section 7 of the Act approved July 27, 1866, will be transferred to Austin, Texas, which place is hereby designated as its station.

The Quartermaster's Department will furnish the necessary transportation.

Thursday, February 6th.

Leave of absence for four months, to date from March 1, 1868, is hereby granted Brevet Major Samuel Canby, first lieutenant Fourth U. S. Artillery.

Private Miles J. Shanesfelter, mounted service U. S. Army, now supposed to be at Carlisle Barracks, Pennsylvania, is hereby assigned to Company F, Fourth U. S. Cavalry, and will be forwarded to that company with the first detachment of recruits ordered to the Fifth Military District from Carlisle Barracks, or the general service depot in New York Harbor.

So much of Special Orders No. 3, January 25, 1868, from Headquarters First U. S. Artillery, as transferred Second Lieutenant Thomas V. Deary, of that regiment, from Company L to Company G, is hereby confirmed.

Special Orders No. 2, January 28, 1868, from Headquarters Third U. S. Artillery, transferring Second Lieutenant Henry C. Danes, of that regiment, from Battery E, to Company A, is hereby confirmed.

The extension of permission to delay joining his regiment granted Brevet Brigadier-General H. G. Thomas, captain Twentieth U. S. Infantry, in Special Orders No. 13, January 16, 1868, from this office, is hereby further extended seven days.

John Hager, who deserted from Battery K, First U. S. Artillery, November 17, 1866, and enlisted January 14, 1868, under the name John Hass, is hereby transferred to Company C, Twenty-fifth U. S. Infantry, in which command he is now serving.

So much of Special Orders No. 514, December 7, 1867, from this office, as granted Second Lieutenant J. E. Sawyer, Fifth U. S. Artillery, leave of absence for thirty days, is hereby amended to read as follows: Permission to delay joining his regiment for thirty days is hereby granted Second Lieutenant J. E. Sawyer, Fifth U. S. Artillery.

Brevet Brigadier-General H. G. Thomas, captain Twentieth U. S. Infantry, will report to Major-General Howard, Commissioner of the Bureau of Refugees, Freedmen and Abandoned Lands, for assignment to duty.

Friday, February 7th.

Recruits James T. Smith and Thomas Lancaster, general service U. S. Army, now supposed to be at David's Island, New York Harbor, are hereby assigned to the Eighth U. S. Infantry, and will be forwarded to that regiment at Fort Fetterman, Dakota Territory, at the first favorable opportunity.

So much of Special Orders No. 10, January 13, 1868, from this office, as authorized Brevet Major Lyman M. Kellogg, captain Eighteenth U. S. Infantry, to draw commutation of fuel and quarters from January 3, 1868, until he received notification that his examination before the Retiring Board, convened in New York City by Special Orders No. 449, September 21, 1867, from this office, was concluded, provided he was not furnished quarters in kind or commutation therefor elsewhere, is hereby amended so as to authorize him to draw commutation of fuel and quarters from December 29, 1867, to January 6, 1868.

Permission to delay compliance with so much of Special Orders No. 508, November 30, 1867, from this office, as directed him to join his company, without delay, is hereby granted Brevet Lieutenant Colonel Robert W. Barnard, captain Twenty-eighth U. S. Infantry, until March 1, 1868.

The extension of leave of absence on surgeon's certificate of disability, granted Brevet Lieutenant Colonel William B. Lane, major, Third U. S. Cavalry, in Special Orders No. 504, November 26, 1867, from this office, is hereby further extended nine months.

So much of Special Orders No. 8, January 27, 1868, from Headquarters Twenty-fifth U. S. Infantry, as assigned Second Lieutenant F. Beres Taylor, of that regiment, to Company "G," is hereby confirmed.

So much of Special Orders No. 8, January 27, 1868, from Headquarters Twenty-fifth U. S. Infantry, as transferred Second Lieutenant F. Beres Taylor, of that regiment, from Company "G" to Company "F," is hereby confirmed.

The following changes in the stations of officers of the

Corps of Engineers, made by the Chief of Engineers with the sanction of the General of the Army, are hereby announced for the information of all concerned:

First Lieutenant Micah R. Brown to proceed from Headquarters Department of the Missouri to New Orleans, Louisiana, and report in person to Brevet Brigadier-General M. D. McAlester, major, Corps of Engineers, for duty.

Brevet Major W. J. Twining, Captain, to proceed from St. Paul, Minnesota, to New Orleans, Louisiana, and report for duty to Brevet Brigadier-General M. D. McAlester, major, Corps of Engineers.

Brevet Major Charles R. Suter, captain, relieved from duty with Brevet Major-General G. K. Warren, major, Corps of Engineers, and directed to proceed from St. Paul, Minnesota, to Mobile, Alabama, and report to Brevet Colonel Frederick E. Prime, major, Corps of Engineers.

Saturday, February 8.

Leave of absence for eight months, with permission to go beyond sea, is hereby granted Brevet Captain O. E. Michaelis, First Lieutenant, Ordnance Department.

A General Court-martial is appointed to meet at West Point, New York, at 11 o'clock A. M., on the 13th day of February, 1868, or as soon thereafter as practicable, for the trial of Cadets John B. Walker and W. A. Hawkins, and such other prisoners as may be brought before it.

Detail for the Court: Brevet Lieutenant-Colonel J. McL. Hildt, captain, Third U. S. Infantry. Brevet Major M. F. Watson, captain, Fifth U. S. Artillery. Brevet Major E. G. Bush, captain, Tenth U. S. Infantry. Brevet Major W. H. Benyaard, captain, Corps of Engineers; Captain F. B. Hamilton, Fourteenth U. S. Infantry; Captain Robert Catlin, Forty-third U. S. Infantry (Veteran Reserve Corps); Captain A. S. Clarke, Forty-fourth U. S. Infantry (Veteran Reserve Corps); Brevet Major W. Sinclair, Captain, Third U. S. Artillery, Judge Advocate of the court.

No other officers than those named can be assembled without manifest injury to the service.

Special Orders No. 5, January 19, 1868, from Headquarters Sixth U. S. Cavalry, transferring Third Lieutenant Charles G. Gordon, of that regiment, from Company G to Company H, is hereby confirmed.

Private Charles A. Clise, Company C, 33d U. S. Infantry, now supposed to be on duty as guard at Headquarters 3d Military District, will be discharged the service of the United States upon the receipt of this order at the place where he may be serving. This soldier is entitled to pay, etc., only under Paragraph 1371, Revised U. S. Army Regulations of 1863.

First class Private Owen McCafferty, second class Privates William Maniac and James Tracey, Ordnance detachment U. S. Army, now supposed to be serving at Watertown Arsenal, Massachusetts, will be discharged the service of the United States upon the receipt of this order at the place where they may be serving.

Monday, February 10th.

Leave of absence for thirty days, to date from the 15th instant, is hereby granted Major V. C. Hanna, paymaster.

The island of Jerba Buena, San Francisco Harbor, California, is hereby designated as an engineer station and depot. Company D, Engineers, now on duty at Fort Point California, will immediately take post on that island, under the orders of the chief of engineers, from whom it will receive all orders and instructions relative to its service on the Pacific coast. The commanders of the Division of the Pacific and of the Department of California, will give the orders necessary to carry this transfer into effect. The quartermaster's department will furnish transportation and such supplies as the occupation of this island may entail.

On the receipt of this order, Frederick Buntly will proceed to Raleigh, North Carolina, and assume charge of the national cemetery at that place, of which he has been appointed superintendent. The quartermaster's department will furnish the necessary transportation.

Private John C. Price, Company E, Twenty-third U. S. Infantry, having been appointed hospital steward U. S. Army, will report by letter to the commanding general and medical director, Department of the Columbia, for assignment to duty.

Recruit Charles Prendeville, general service U. S. Army, now supposed to be at Fort Columbus, New York Harbor, is hereby assigned to Company I, Twenty-first U. S. Infantry, and will be forwarded to that company in the first Military District at the first favorable opportunity. The Quartermaster's Department will furnish the necessary transportation.

CORRECTION.—The third paragraph of the orders for Friday, January 31st, published in our last issue, should have read as follows: Private William Carroll, mounted service U. S. Army, now supposed to be at Carlisle Barracks, Pennsylvania, having been appointed hospital steward U. S. Army, will report, without delay, to the commanding officer Carlisle Barracks, Pennsylvania, to accompany the first detachment of recruits to be forwarded from that post to the Department of the Columbia, and on arriving there he will report in person to the commanding general and medical director of that department, for assignment to duty.

A BOARD of medical officers was appointed to meet at Headquarters Fifth Military District, on Monday, the third day of February, 1868, at 10 o'clock, A. M., or as soon thereafter as practicable, for the purpose of making a thorough medical examination of Brevet Lieutenant-Colonel E. J. Strang, captain and assistant quartermaster U. S. Army, in view of his application for leave of absence (on surgeon's certificate), for six months. Detail for the Board: Brevet Major C. B. White, assistant surgeon U. S. Army; Brevet Major M. J. Asch, assistant surgeon U. S. Army; E. A. Koerper, assistant surgeon U. S. Army.

FIRST Lieutenant George Baldey, Thirty-ninth Infantry, was appointed aide-de-camp to Brevet Major-General Robert C. Buchanan, United States Army, to take effect from the first day of January, 1868.

THE ORDNANCE DEPARTMENT.

THE Washington correspondent of the Springfield *Republican*, in speaking of the charges which have been made against Brevet Major-General A. B. Dyer, Chief of Ordnance, writes as follows:

The charges to be made against General Dyer are said to be, that he has given orders for, and levied a royalty on, the Absterdam projectile, on the ground that it was similar to one of his own invention; also that he has defrauded other men of their rights as inventors. The first of these charges is not supported by any direct evidence, but one member of a small ring consisting of Messrs. Dickson & Zane and others, to whom an order for a number of Absterdam projectiles had been given, swears that another member of the confederation told him he had agreed to give General Dyer a royalty on condition he would order the projectiles. This royalty, he said, was claimed by General Dyer on the ground that the Absterdam was similar to his (the Dyer) projectile. Now the Dyer projectile was invented about twelve years ago, but the general, not wishing or expecting to make it a source of profit, never applied for a patent, so that according to our patent laws it has long been public property and open to any one who might wish to use it, without payment of royalty to General Dyer or anybody else. Before Messrs. Dickson & Zane had finished their contract, reports from the field revealed to General Dyer the fact that they were furnishing an inferior shell, and he immediately rescinded the order and for a considerable time withheld payment for the shell already furnished. This of course brought down upon him the lasting enmity of Dickson, Zane & Co. General Dyer himself stated on oath before the committee that he has never, directly or indirectly, been interested in or received royalty for anything furnished the Government. To those in Springfield who knew General Dyer during his stay there, his oath would be all sufficient; but in addition to that, is it reasonable to suppose that if corrupt enough to demand a royalty to which he was not entitled, he would have been honest enough to rescind the contract before it was filled, and as soon as he received information that the shell were improperly made, thereby cutting himself off from the possibility of receiving the royalty he is charged with having demanded? The whole testimony is so trifling and absurd that it would only be brought forward as a last resort upon which to base an accusation.

The second charge brought against General Dyer is based principally on testimony elicited in reference to the cases of T. Taylor and a Mr. Wall, a clerk in the ordnance department. Mr. Taylor was first employed by the Government at the Washington arsenal about three years ago, not as a foreman of any of the shops, as has been stated, but for the express purpose of experimenting with and perfecting the Dyer projectile. This was done because of the necessity felt at that time of having some shell, the manufacture of which could be controlled by the Government. After two years and a half of experimenting at the Government expense and under General Dyer's direction, Mr. Taylor succeeded in perfecting the projectile as to obtain excellent results with them. His improvements consisted almost entirely in determining the proper alloy for the sabots of these projectiles, the metals being the same as those first used by General Dyer, twelve years ago. As soon as Mr. Taylor accomplished the object for which he had been employed, he took out a patent covering the whole ground—not only what he himself had devised but also what had been used at Fort Monroe in 1856. If he had been a foreman in any of the shops, with certain duties to perform, and had of his own accord and in his own time perfected this thing, the case would have been different; but he was employed and paid by the Government to accomplish a special object, and as soon as he done so, he, by obtaining a patent, demanded to be paid over again, and that, too, when all risk and expense of experimenting had been borne by the Government. The legal decisions in cases similar to this are clear and incontrovertible. General Dyer of course denied the right of Mr. Taylor to hold the patent against the Government, and, deeming his services rather too expensive a luxury, had him discharged.

The case of Mr. Wall is even more trivial than Mr. Taylor's. Mr. Wall claims to have verbally suggested to General Dyer that a spring might be used in connection with the locking latch of the Springfield altered musket. General Dyer states he has no recollection of Mr. Wall's suggestion, and the wooden model made by Mr. Wall, which is the only tangible evidence of his invention, contained nothing of the sort. It has a spring in connection with a bolt for locking the breech, but fifty guns have springs in connection with latches and bolts of different sorts, and the combination of the spring and latch in the Springfield musket is essentially different from that in Mr. Wall's model. Who is the inventor of the spring and latch in the altered Springfield musket, I do not know. It is not patented by any one, and therefore no royalties are paid on it. It does not seem to occur to these gentlemen that any man in this country who makes an invention can obtain a patent therefor, and if a just patent, it affords protection against the Government as well as against individuals; and further more, that if a man, not the real inventor, patents an invention, his patent, can be overthrown by the real inventor. Mr. Wall also claims the use of a shoulder on the breech to prevent premature explosion, but as the Berdan gun, as well as a number of other guns, have this shoulder for the same purpose, I do not know that Mr. Wall is entitled to much credit on this score. It is not asserted that General Dyer has derived any personal benefit from defrauding these men, or in other words that he is patriotic enough to steal for Uncle Sam instead of from him. It may be there are men as devoted to the interests of the Government as this would indicate, but I rather doubt if there are many.

There is at present but one officer of the ordnance department who either is or has been interested in any article furnished the Government, and this case has been so fully explained before the committee on the conduct of the war that a reference to their report is all that is necessary.

In 1845 General Rodman devised a plan for casting heavy guns which he submitted to the department. The department regarded the idea as chimerical and refused to take it up. No less than three times between 1845 and 1847 General Rodman renewed his application for a trial, which was refused. He then requested that he might withdraw his plans and develop them at his own expense. This request was willingly complied with, and General Rodman patented his invention and after great risk and expense had been incurred, succeeded in demonstrating the advantages of his system; but it was not until 1860 that any guns were ordered by the Government. General Rodman states on oath that had the Government authorized a trial of his invention he would not have patented it, but after he and his friends had, at their own expense and risk, perfected the invention, it is evident that they were entitled to compensation therefor. The excellence of these guns has never been questioned outside of our own country, and two European nations are making guns on this plan while others are experimenting with them.

THE ARMY OF THE CUMBERLAND.

SPEECHES OF GENERALS SHERMAN AND THOMAS.

At the banquet following the reunion of the officers of the Army of the Cumberland, at Cincinnati, last week, General Sherman made the following speech:

MR. CHAIRMAN: Before commencing my five minutes, I want to define my position a little clearer. I do not conceive myself to be a guest here. I am a member of this Army. If there is an older soldier of the Army of the Ohio or Cumberland here I don't know it. I know that General Johnson and General Wood, who sit on my right, were appointed to the Army at my special request. General Thomas I admit to be; but I claim to be of the Army of the Ohio, of the Army of the Cumberland, and of the Army of the Tennessee. I care not in which you throw me, my title is heritage enough for me; but bound together in one, the grand army of the West, it is a title of which I am proud indeed! But were I to do it full justice, this grand army of the West, this combined army which filled so large a share in the after part of the war, I would probably go a little beyond the five minutes to which I will restrict myself. But I assure you, gentlemen, that I have been more favored by kind Providence, and by you yourselves, than the world at large knows; for a great deal of work was done before I was called upon to command you in chief. The first three years of the war I now regard, and every old officer will bear me out in this, that the first three years of the war were years of schooling. You were all as brave as you are now; you knew probably as much of the affairs of the world as you do now, but you had not in habit, in form, fashioned yourselves into that school which we term the soldier, where we act from habit, from impulse, from association, rather than from thought. Therefore the first three years of the war were years of schooling; and every writer on military affairs tells you that, in France, in Prussia, and wherever you go, three years of strong, patient labor and schooling are necessary to make a soldier. All this you had when I succeeded to this great command. And how dutiful you all were; how patient at the task! I had Thomas as a centre. And he had to back him 50,000 pretty clever men. On his right was McPherson. I knew him, probably, better than most who are here. I had known him for years, socially and as an officer; and braver, bolder, and gentler man never served any land. He is not here, but he looks down upon us now, and I know he is pleased to see you here together in social concourse, and I know when you speak his name, in kindness and praise, it will reach him where he now is. And I tell you when I had McPherson on my right I knew all was well there, too. I looked to the other end, and there was Schofield, with a large brain and a firm standing up on his feet that nothing can move but the stroke of death. Where he was, was security. Then with three such armies in one—the great trinity of war—how could I fail? No danger, no amount of distance, no amount of obstruction, weighed a feather in my mind, for I knew they could all be overcome. Therefore, my friends, we all went in, from the head to the foot, with a consciousness that victory was bound to be ours. And that resolution gained victory. That resolution carried us wherever we turned our columns, whether over the mountains about Chattanooga; whether over the vast region of pine which lay between us and the sea; whether to the north or to the south for every soldier of you thought you were going to Richmond, and you were right. Every movement we made from the day we left Chattanooga was an attack upon Richmond. And now, my friends, to dwell upon things of this kind so familiar to you all, would simply be consuming time and tiring you. But I assure you, gentlemen, when you couple all these events together, and spread them before the great outside world, our own people, and the French, the German, and the English, you will be amazed at the minuteness of their knowledge.

They have studied every march and every movement of the right or left, and I have seen this Summer and last men of the highest intelligence abroad who studied our movements, and can tell you to-day more than we ourselves know of their bearing upon the history of the world. And I do believe that the great army of the West, after it came together as a whole, after it operated as one body of men in perfect harmony in all parts, inspired with a single purpose, that every movement was not only skilfully conceived, but skilfully executed; and I have often in my conversation with foreign officers, explained the movement by which we withdrew our besieging army at Atlanta, and I believe that it was as well executed as the march upon Sadowa this Summer. We withdrew an army of 100,000 from a line of investment of fifteen miles in length, and resumed a position in three columns without the loss of one man, and in the presence of 50,000 enemies. We then marched a thousand miles through an enemy's country and never even had a man tried or executed by a court-martial during that time. There never was a council of war held. So that

gentlemen, on the whole, I for my part am perfectly satisfied with the career of the armies of the great West, or the great army of the West, whichever you please to call it, and if you are equally satisfied we certainly are in perfect harmony.

[The great General resumed his seat amid vociferous cheering.]

General Cox said: "We now propose the health of the President of our Society, General Thomas."

Loud calls were made for the General, the audience rising to their feet and drinking his health in the wildest excitement. General Thomas said:

MR. PRESIDENT AND GENTLEMEN: I thank you for the toast. At the same time it is most too personal for me to attempt to reply to. Again, my predecessors have occupied nearly the whole field of expression to-night, and I am in a pretty bad scrape. I don't know how I shall draw out. Nevertheless, I will try to do so; I will make the attempt. I did intend to relate our withdrawal from the front of Atlanta to take up those three lines of march which our illustrious commander has described. He has taken that away from me. As the President of this Association I desired, also, to allude briefly to the services and merits of my predecessors. My immediate successor has taken all that. Now you see how desperate the condition is. You all know that I am a modest man, and never speak unless I am forced to speak. I was once offered the command of the Army of the Cumberland when I thought it should not be taken. I would not permit myself to be made use of to do him an injury. At a later day without any thought of such a position being thrust upon me, the command of the army of the Cumberland was given to me. You know very well the occasion. It was when we were tied up in a measure at Chattanooga. We did not have a great deal to eat then you know, and we economized our rations, and we proposed to starve before we gave up that place. Gentlemen you confuse me now. You know the army of the Cumberland expressed that sentiment to the country, that we would starve before we gave up Chattanooga. The whole country had confidence in that declaration. Re-enforcements came as soon as they could be got there. We waited patiently; diminished our rations from day to day until they became almost a myth; but the day did come when the army of the Tennessee, on our left, opened the way by crossing the Tennessee river and taking a strong position on Mission Ridge. The next day the re-enforcements from the army of Potomac, which were not then incorporated with the army of the Cumberland, carried that high point on our right. That gave us great encouragement. We felt that we could get something to eat before long. The next day was the grand finale. The enemy thinking he had us entirely in his power, forgot himself, and lost Lookout Mountain. To retrieve his disaster he concentrated upon our illustrious friend upon my right [General Sherman] the leader of the combined armies afterward. That concentration gave the corps under my immediate command an opportunity to make a straight line for the top of Mission Ridge. It carried it and held it, and it hurled the broken enemy across Chickamauga Creek; and well do I remember when after the battle was over, right on the top of the hill, I fell among some of my old soldiers, who always took liberties with me, who commenced talking and giving their view of the victory. When I attempted to compliment them for the gallant manner in which they made the assault, one man very coolly said, "Why General, we know that you have been training us for this race for the last three weeks. Just at that moment, not knowing exactly what to say, I looked over my shoulder and saw a steamboat coming into Chattanooga. Said I we have trained you as long as we want to; there comes the rations. Now, gentlemen, my time is nearly up. I will close by touching upon one subject which no gentleman has touched upon to-night. It is the civilizing influence of discipline, both in the Army and Navy. We have not only broken down one of the most formidable rebellions that ever threatened the existence of any country, but we have civilized 200,000 valuable patriots and citizens. I have travelled a little since the war was over. Wherever I have been, whether on a steamboat or by rail, I have either seen or been on the steamboat, engaged in peaceful occupations, or I have seen in the fields along the railroad, engaged in peacefully following the plough, and setting an example of industry worthy to be followed by all the country, men innumerable dressed in blue. They did not disdain to wear the uniform. They gloried in it, and I hope that such sentiments and such civilizing influences as have been produced by this war will serve for all time to inspire this nation with such a feeling of patriotism that no enemy can ever do us the least harm.

In introducing the Army appropriation bill, amounting to \$33,000,000, in the House of Representatives, Mr. Blaine spoke briefly in its favor: The deficiency of last year he attributed to the Indian war, and there was no apprehension of a deficit the ensuing year. General Grant's estimate had been made with the greatest exactness, and with a degree of rigid economy wholly unknown to the Army on its peace establishment preceding the war. By the official statement of the Secretary of the Treasury, the total expenses of the Army for the four years of Mr. Buchanan's administration exceeded \$86,000,000, making an average of nearly \$22,000,000 a year in gold. The Army at that time was composed of nineteen regiments in all, so that each regiment cost considerably over \$1,000,000 in gold a year. The Army at present was composed of sixty regiments, and the total appropriation required by General Grant was but \$33,000,000 a year in paper money, making a little more than \$500,000 to each regiment. In regard to the appropriations for the year, Mr. Blaine gave a brief recapitulation, as follows: For the Navy, \$18,000,000, compared with an average annual cost of \$13,000,000 in gold under Mr. Buchanan's administration; executive legislative and judicial expenses, \$17,000,000; Post Office Department, \$4,000,000; consular and diplomatic expenses, \$1,250,000; Indian Department, \$3,000,000; West Point Academy, \$300,000,

and miscellaneous expenses, \$14,000,000—making an aggregate of \$90,000,000, compared with \$70,000,000 in gold for the like expenses of the Government during the first year of Mr. Buchanan's administration. To these ordinary expenses were to be added \$30,000,000 for pensions, \$25,000,000 for bounties, and \$130,000,000 for interest on the public debt, making an aggregate expenditure of \$275,000,000 for the year. This amount, Mr. Blaine stated, would be greatly reduced, in future years, when bounties would not have to be paid, when the Army would be reduced and the pension list curtailed, as it would rapidly be, from various causes.

VARIOUS NAVAL MATTERS.

The Editor would be pleased to receive for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

LIEUTENANT-COMMANDER A. R. McNair, of the *Minnesota*, has been detached and placed on waiting orders. His present address is Allegheny, Pennsylvania.

CAPTAIN Usher, of the U. S. revenue cutter *Dobbin* (now Winter cruising on the coast of Maine), reports having rendered assistance to two vessels ashore on his cruising ground.

A DESPATCH from Fort Monroe, dated the 11th instant, says: The revenue cutter *Nemaha* was destroyed by fire on Friday morning while off Wycomico River. Two of the crew named John Grinnell, a coxswain, and Wm. Strong, master-at-arms, were drowned.

THE President has sent the following nominations to the Senate: Captain Joseph F. Green, to be Commodore in the Navy on the active list vice Commodore Cicero Price, retired. Commander George H. Cooper to be captain on the active list, vice Captain Green, nominated for promotion.

It is reported that Rear Admiral Charles H. Bell, Commandant of the Brooklyn Navy-yard, is to be relieved on the 1st of May, by Rear Admiral Sylvanus W. Godon, who has recently returned home from command of the South Atlantic Squadron. Admiral is relieved on account of the expiration of his three years' term of duty as commandant.

PORTSMOUTH, N. H. NAVY-YARD.—Naval constructor Isaiah Hanscom has reported for duty. Assistant Civil Engineer, William E. Babbitt, has been detached and ordered to the Boston Navy-yard. B. F. Chandler, Civil Engineer, has reported for duty. The *Contoocook* is nearly ready for her officers. Second Assistant Engineer, T. L. Vanderslice, has been detached from duty at this station.

A BOARD of officers, consisting of Commodore John A. Winslow, President, Captain John J. Almy, Captain Foxhall A. Parker; Chief Engineer, James W. King, Chief Engineer Elbridge Lawton, members, met in Washington on the 5th inst., for the purpose of appraising the iron-clads, which are to be sold in accordance with the act recently passed by Congress. The Board will visit the various naval stations where these iron-clads are now laid up, including New Orleans, Cairo, League Island and Boston.

THE Boston Transcript of the 10th inst., says: The U. S. steamer *Kearsarge* will leave her present anchorage to-morrow morning for the Compass Station, and after adjusting her compass will proceed to sea, bound to the South Pacific via Brazil and the Straits of Magellan. She is commanded by Commander I. S. Thornton, who was her executive officer in her fight with the *Alabama*. His appointment to her is a graceful and merited recognition of his services on that occasion. No changes have been made in the vessel or her armament, and she still carries in her planking the staples to which her chain cable was hung for the protection of her machinery in the war times. The above vessel is one of the few of our sloops of war the steam machinery of which was not planned by the present Chief of the Bureau of Steam Engineering, and she has consequently been a very successful ship.

THE following dispatch has been received by the Atlantic cable, dated Constantinople February 9th, via London, 11th. Official advices from the seat of war in Candia, dated on the 26th of January, have been received by the cabinet of the Porte. The dispatches detail the movements of the Imperial troops and called attention to the fact that the United States war steamer *Ticonderoga*, mounting nine guns and forming part of an American squadron, had arrived on the coast of Crete, under special orders received from Admiral Farragut in command of the American fleet in the European waters. It is announced and believed in the political circles of Turkey that the remainder of the vessels of the United States fleet under Admiral Farragut will leave their present station at an early day and sail for the Grecian archipelago, where they will muster in force.

THE following is a list of the officers of the *Wachusett*: R. W. Shufeldt, commander; E. T. Brower, lieutenant commander; T. G. Grove, acting volunteer lieutenant; Wm. B. Newman, acting master; H. Pease, acting master; G. E. McConnell, acting master; R. Rich, acting ensign; S. S. Willett, acting ensign; T. N. Penrose, passed assistant surgeon; E. H. Sears, acting paymaster; E. B. Latch, first engineer; E. Lincoln, and I. Brown, second assistant engineers; I. H. Sewars, I. A. Barton, third assistant engineer; C. W. Forbes, acting third assistant engineer; I. Russell, acting gunner; I. Moran, C. W. Morgan, Wm. Williams, mates; R. G. Thomas, paymaster's clerk; G. A. Shufeldt, captain's clerk; Wm. White, acting third assistant engineer, passenger home invalid. The *Wachusett* left Hong Kong, September 18, 1867, touched at Singapore, Anjier Pt., Cape Town, St. Helena, and St. Thomas. Most of the crew of the *Wachusett* are men transferred from the U. S. Flagship *Hartford*, their terms of service having expired while on the China Station. The *Wyoming* was steaming into St. Thomas as the *Wachusett* was coming out. She left Cape Town a few days after the *Wachusett*, and probably touched at St. Helena. A shock of an earthquake was felt in the harbor the night before the *Wachusett* left (January 17, 1868).

INJUDICIOUS LIBERALITY.

THE enormous expenditures of the nation in the late war, and the ease with which money was raised to meet them, have induced a habit of extravagance in our representatives at Washington which cannot be too narrowly watched nor too severely repressed by the people. Schemes for depleting the public treasury are as numerous as the inventive genius of needy projectors can make them, and nothing but the most careful discrimination will prevent many of them from meeting with a success which they do not in the least deserve. The claims for damages done to private property during the war are alone sufficient to absorb hundreds, if not thousands, of millions of dollars; and though Congress has, so far, wisely refused to entertain any of them, there is no telling how soon interest enough may be enlisted in their behalf to secure for them, at least, a consideration, from which to a compromise, if not to full payment, there is but a step.

It is not without alarm, therefore, that we notice a report has been made by the Senate Committee on Claims, in favor of paying to the wife of General Robert Anderson the sum of \$15,000, as compensation for the losses sustained by her father, General Clinch, through Indian depredations during the Seminole war, thirty odd years ago. General Clinch had, it appears, a plantation in Florida, which was occupied by the United States for military purposes. In 1835, the Seminoles attacked the post, destroyed the buildings and the growing crops included within its fortifications, and carried off many horses, cattle, and much other stock belonging to the owner. Mrs. Anderson, by the death of her father, and by the assignment of the interests of his other heirs, is now the only person to whom compensation, if any, can be made; and the Committee to whom her claim, amounting to \$30,000 was referred, while confessing their inability to adjust it upon any satisfactory principles, yet, "in consideration of General Anderson's eminent services," recommended that she be allowed the half of it.

At first sight, nothing could be more just than this recommendation. Here is property destroyed while being, as it were, used by the nation, for national purposes; and it would seem to be as proper that we should pay for it as that a man should pay for a wagon that he has hired and broken while he was riding in it. But a second thought shows that if this claim be admitted to be just, it makes the whole nation responsible for the depredations of its enemies, and would justify demands of the same nature as Mrs. Anderson's, to pay which would, as we have said, require many millions of dollars. If she is to be paid, then every farmer whose barns, fences, and growing crops lay within the battlefields of our armies, should be paid for their destruction; owners of timber lands whose trees were cut down to open a range for the Rebel artillery, and the proprietors of every house injured by shot and shell, could each bring in his little bill, and ask to have it settled. Whatever property, to be sure, was actually taken for public use, we must make compensation for; but that which is lost through those very acts which our forces were striving to prevent, does not, certainly, come within the rule. If General Clinch's buildings and stock had been destroyed by our troops as a part of their strategy, it would be a different matter; but, as it is, we cannot see how he, or his representative, is justly entitled to be paid for the damages he suffered.

The statement of the Committee, too, that although they are not prepared to support the claim on its own merits, they recommended the payment of half of it on account of the eminent services of the claimant's husband, is particularly undeserving of favorable consideration. In the first place, if General Anderson ought to have more money for his services than he has received, let it be paid to him fairly and squarely for that reason, and not under cover of allowing his wife's claim; but in the second place, we think he has already obtained quite as much for what he has done, as he should. His military career ended with the surrender of Fort Sumter, and since then he has been promoted to the rank of brigadier-general, without having done any military duty whatever. He is now, virtually, a pensioner on the public bounty to an extent far beyond any of our veteran soldiers, and that ought to suffice him.

Both, therefore, for its intrinsic want of merit, and for the pernicious precedent it will become, we trust that this claim of Mrs. Anderson will not be allowed.—N. Y. Sun.

NEW BOOKS.

QUEEN VICTORIA'S JOURNAL. New York: Harper & Brothers, is the latest work from a royal pen. This book is a collection of extracts from the Journal of the Queen's life in the Highlands, from 1848 to 1861, and contains unmistakable internal evidence that its writer is the royal lady whose name adds interest to its pages. The work of Mr. Arthur Helps, its editor, has been chiefly that of arrangement, which has not in any way taken from the naturalness of the original. The divinity that doth hedge a monarch, is not without its influence even upon republicans like ourselves, and there is but little doubt that the Queen's Journal will be read here with an interest second only to that felt by her own subjects. The book is written in a natural, easy style, and is not marred by that attempt at effect which is so frequently found in similar productions, when originally written with a view to publication. At the commencement of the Journal we see Victoria, the young and happy wife, and we can trace her advance in life by the changes in the writing of the entries. We shall not attempt to follow the Queen's life as portrayed in this interesting Journal. The following extract in which she speaks of having received the news of the death of England's greatest soldier, "The Iron Duke," must serve as a specimen of the entire work:

"We were startled this morning, at seven o'clock by a letter from Colonel Phipps, enclosing a telegraphic dispatch with the report, from the sixth edition of the *Sun*, of the Duke of Wellington's death the day before yesterday,

day, which report, however, we did not at all believe. Would to God we had been right; and that this day had not been cruelly saddened in the afternoon. . . . We got off our ponies, and I had just sat down to sketch, when Mackenzie returned, saying my watch was safe at home, and bringing letters: among them there was one from Lord Derby, which I tore open, and alas! it contained the confirmation of the fatal news: that England's or rather Britain's pride, her glory, her hero, the greatest man she ever had produced, was no more! Sad day! Great and irreparable national loss! Lord Derby enclosed a few lines from Lord Charles Wellesley, saying that his dear great father had died on Tuesday at three o'clock, after a few hours' illness and no suffering. God's will be done! The day must have come: the Duke was eighty-three. It is well for him that he has been taken when still in the possession of his great mind, without a long illness—but what a loss! One cannot think of this country without 'the Duke,' our immortal hero! In him centred almost every earthly honor a subject could possess. His position was the highest a subject ever had—above party, looked up to by all, revered by the whole nation, the friend of the Sovereign: and how simply he carried these honors! With what singleness of purpose, what straightforwardness, what courage, were all the motives of his actions guided. The Crown never possessed, and I fear never will, so devoted, loyal and faithful a subject, so stanch a supporter! To us (who alas! have lost, now, so many of our valued and experienced friends), his loss is irreparable, for his readiness to aid and advise, if it could be of use to us, and to overcome any and every difficulty, was unequalled. To Albert he showed the greatest kindness and the utmost confidence. His experience and his knowledge of the past were so great, too: he was a link which connected us with bygone times, with the last century. Not an eye will be dry in the whole country."

CORRESPONDENCE.

Our correspondents are informed that communications intended for our columns, to receive prompt attention, should be invariably addressed to THE EDITOR OF THE ARMY AND NAVY JOURNAL, Box 3,201, New York.

FRENCH ENGINEERS.

To the Editor of the Army and Navy Journal.

SIR: As there seems to be a misconception on the part of many persons of the true position, scientific attainments, and professional duties of the *Inspecteur General* at the head of the department of construction in the French Navy, and presuming that perhaps you may not have had the same opportunity as myself of obtaining a knowledge of the rules, regulations, and customs of the French naval service, I take the liberty of placing in your possession the following data, derived from a captain commanding a vessel of the French Navy, which may perhaps serve to expose some egregious errors and misstatements which have been published in an official document and in some public prints. There is not to be found in the French Navy a steam engineer whose assimilated rank corresponds with that which, in our Navy, has been already accorded to the chief of the Bureau of steam engines, or even with that of the steam engineers of the three classes next below his assimilated rank.

I will premise the observations of the captain by defining the French term *génie*, as signifying the art of fortifying, defending, and attacking places, which is certainly not the business of steam engineers, and by adding that the French apply the term of *génie maritime* to the art of constructing vessels of war, and that of *ingénieur* to the members of the *corps du génie maritime* or corps of Naval constructors. The corps of Naval constructors in the French Navy (corresponding with the corps of engineers of the Army, and going through the same or similar professional studies), is charged with the construction of vessels of war (and incidentally of their engines, sometimes made at Government works and sometimes purchased), and is supplied altogether from among the first graduates of the Polytechnic school. It is composed of one hundred and twenty-two constructors whose chief, called *inspecteur général*, has the assimilated rank of rear-admiral. After leaving the Polytechnic school, the cadet constructor passes several years at the Navy-yards (commanded by sea officers) in learning the construction of vessels: after several years of study, he is admitted as an assistant constructor; and it is only after having served a long time in this capacity that he becomes a sub-constructor, then a constructor of the second, and then a constructor of the first class. In order to reach the grade of constructor, fifteen years of profound scientific studies are required; and to reach the head of the corps as the actual *Inspecteur General*, Mr. Dupuy de Lome has done, in addition to a much longer period of service, at the least twenty-five years, a remarkable intelligence and ability are demanded. But great care must be taken not to confound this corps, whose members represent the most distinguished talent in France, in every respect, with the corps of *mécaniciens* (or *machinists*) of the Navy. The *mécaniciens* of the Navy are only charged with the engines of the vessels, and seldom, or with very few exceptions, reach the position of an officer. Thus, by referring to the French Navy list, we find only thirty-eight of them having the assimilated rank of officer; eight are designated by the name of *principal mécaniciens of the first class*; and thirty by the name of *mécaniciens of the second class*; and the highest position to which they can aspire is the assimilated rank of lieutenant. In no case can any officer other than the sea officer wear the uniform of a sea officer; he alone is authorized to wear the sabre and epaulette. The assimilations of the other corps of the navy are distinguished by the lace of the cap and sleeves. It will thus be easy to decide what relationship there exists between the *ingénieurs* or naval constructors of the French navy, and the steam engineers of our own.

FLAG.

NAVY-YARD, MARE ISLAND, Jan. 23, 1868.

THE ENGLISH, FRENCH AND AMERICAN NAVIES
To the Editor of the Army and Navy Journal.

SIR: Your correspondent "Thor," in his last letter published in the JOURNAL of the 8th, makes the following remark:

"The public will think it somewhat strange that while the English are flatly accusing their Board of Admiralty of inefficiency, and pointing to the recently-created fleet as proof of the charge, while the French are becoming uneasy at the blunders committed by their *Conseil d'Amirante*, and while all point to our Naval Administration with the highest approbation, a considerable number of our Naval officers should join in condemnation of a system that is by the world generally, and especially by our own people, deemed so excellent, and that they should point with admiration to what our trans-Atlantic cousins so generally condemn."

I am at a loss which to admire most, the construction of the above sentence, or the effrontery (in a professional point of view) of the *ipse dixit* statement it contains, for it will be observed that "Thor" does not cite a single authority in support of his sweeping assertions.

I deny *in toto*:

First, That the English public, or English professional men, or even any English journal entitled to credence, accuse the Board of Admiralty of inefficiency *because* of the creation of the present iron-clad fleet of England.

Second, That the "French" are becoming uneasy at the blunders of their *Conseil d'Amirante*.

Third, That "all point at our Naval Administration with highest approbation."

Fourth, That our own naval system of administration is regarded as excellent by any sensible man qualified to judge.

In support of my first assertion, I shall adduce Mr. Fairbairn, than whom no greater authority exists in all England. He says, in his "Treatise on Iron Ships" (edition of 1866, page 155). After discussing the merits and demerits of the American system, "I have no hesitation in affirming that we are in armor, tonnage, and weight of metal, in advance of the American Navy." Now, as this is an extract from a paper read before the Institution of Naval Architects, and it met with no contradiction, I am safe, I think, in asserting that the professional men in England are not of "Thor's" opinion.

Again, Fairbairn says on page 220, "The *Warrior* and *Black Prince* are noble vessels, well protected . . . these were the first iron-clads of any magnitude which made their appearance as ships of war, and, considering that they were built *previous* to the experiments on armor plates, they approximate closely to the construction of those, founded upon more certain data, etc." On page 235, "The governments of this country (England) and of France have gone more systematically to work than the Americans, and, guided by the aid of experiment, have constructed vessels of a higher class, etc." And again on same page, "And, assuming that shot and shell in actual contest is not more destructive than what has been exhibited on targets, we may then conclude that the iron fleet of Great Britain is certainly not behind, if it is not considerably in advance, of any maritime power in existence."

This does not sound much like condemnation of the Admiralty which called that fleet into existence, and I might quote many pages to the same effect from Rankine, Scott Russell, and even John Bourne, the English advocate of our Monitor system; but the above, I think, will suffice. I will admit that there has been some dissatisfaction with the Admiralty, but it has mainly arisen on account of the supposed unnecessary expense in the construction of these great ships, partly, also, because the Admiralty was too much committed to one system, and did not construct more turret vessels or vessels similar to our Monitors, "John Bull" very naturally thinking that cheaper vessels than the *Achilles* and *Minotaur* would be better if they could be made to answer the same purpose. Certain persons in England have at various periods ventilated their views through the columns of the *Times*, and the latter has had occasionally an editorial slap at the Admiralty, but all the world (except "Thor") knows that the *Times* is considered no authority upon any professional subject whatever. In all this your readers will observe that I confine myself solely to refuting "Thor's" absurd statements, without committing myself to the opinion of any one of the authorities quoted.

The second of "Thor's" statements is disproved by one of his own letters published in the JOURNAL of January 11th. (He had probably forgotten his former views.) In that letter he says, "The Board of Admiralty (French) has delegated its powers, or has quietly been set aside, and M. Dupuy de Lôme has really the control of the navy, so far as the Emperor will allow any one beside himself to control it." Now, if "Thor's" statement of January 11th was true, what show of justice can he assert on February 8th that the "French" (query, what "French") are uneasy about the blunders of a board which, having been "set aside," can, of course, have had nothing to do with those alleged blunders? This is really laughable.

Again, will "Thor" be kind enough to tell us in which of the journals of the French Empire the Emperor allows his acts to be criticised, or the dissatisfaction (if it exists) to appear.

I think your readers may safely conclude that "Thor," in endeavoring to oppose the Board of Survey and bolster up Mr. Isherwood's creation, has grossly mis-stated the facts of the case. Every professional man is familiar with the fact that France, the country of Sand and Clairbois, has, time out of mind, excelled in the construction of ships of war, and it is safe to presume that the ships of the French navy of to-day are not what "Thor" says they are: "the inspirations of mediocrity."

Third, I am not aware that any foreign officers or professional writers of distinction have in their works extolled our system of administration, or pointed to it "with highest approbation." On the contrary, Hans Busk, in his "Navies of the World," pages 104-5, censures it in the most unmitigated style; and Admiral

Bowles, in his work on "Naval Administration," by Mr. Meares, commends it.

John Bourne, it is true, commends our Monitors, as indeed, do *all* our own Naval officers. To a temporary Board of Survey we owe that system, however. In regard to the system pursued during the war, Fairbairn says, page 234: "What the Americans—both Federals and Confederates—have done, is chiefly gathered from newspapers; but judging from the reports of Admiral Porter, given on page 153, we should infer that no advance has been made upon what has been done in this country and in France. It would appear that the contrivances of the Great Republic were produced to meet necessities of the moment, etc." Russell, on pages 565-6, says the same thing. English and French Naval officers are not admirers of our system of Naval administration, nor would they be willing to copy it. The best proof of the truth of this is a comparison of our foreign squadrons with those of England and France at this time, when our able Secretary of State is so urgently pressing the *Alabama* claims. Admiral Farragut has, on the European station, a squadron of wooden ships (speed from 8 to 9½ knots); cruising in the same waters is a fleet of eight English iron-clads under Rear-Admiral Warden. None of these vessels have a speed of less than 13 knots, and one of them, say the *Bellerophon*, for instance, could knock the gallant Farragut's whole squadron "into a cocked hat" in less than half an hour.

Admiral Davis, of the British Squadron, has a flag-ship called the *Guerriere* ("Thor" has doubtless heard of her), and a squadron of wooden vessels (speed from 8 to 10 knots.) On the same station is the English iron-clad *Ocean*, with a speed of 11½ knots, and a battery which would send the *Guerriere* and her consorts to the bottom in ten minutes. Cruising in the Pacific, in company with Admiral Dahlgren's squadron, are two iron-clads—the French *Belligerante* and the English *Zealous*, their speed 13 knots—either of them a match for Admiral Dahlgren's entire squadron. And these iron-clads cruise all over the globe *under sail*, and are not allowed to use an ounce of coal except in cases of great emergency! Now these are *facts* that no one can deny, and it is quite probable that English and French officers speak truly when they say they would not exchange their system for ours, which maintains such defenceless squadrons abroad.

Lastly, If our system is so excellent, why such intense dissatisfaction throughout the Navy? Why are our ablest Naval officers, to a man, opposed to that "excellent system" which produces such splendid results as the *Juniata*, *Guerriere*, *Wampanoag*, and "light drafts?" These are hard questions for "Thor" to answer.

England has spent about forty millions of dollars *less than we have*, and has a noble fleet, produced by that "rotten Board of Admiralty." She has built no *Monadnocks* as yet, though she is doubtless fully prepared to do so at very short notice, thanks to that "admirable system" (I quote from "Thor") which so kindly sent the invulnerable *Miantonomoh* to England to be thoroughly examined by the best mechanics in that country. Unfortunately for us, there is but one thing about the *Miantonomoh* that the "rotten Admiralty" will not copy—it is her *Isherwood engines*.

I think I have said enough to convince any intelligent, unprejudiced reader that "Thor's" statements are not entitled to any degree of credence whatever. I would make a further observation, however.

"Thor" accuses me of perambulating the *Warrior* without seeing her faults, and of not reading the journal carefully where those faults are dwelt upon. In support of my previous assertion, I must again quote from a standard work, namely, Murray's edition of *Creuse*, page 25, where, under the caption "Warrior," he says: "The success of these vessels (*Warrior* and *Black Prince*) has been almost beyond expectation. The *Warrior*, when fully weighted, realized on the race-course at Spithead, a speed of 14.354 knots per hour."

Here is a ship of nearly 9,000 tons displacement, which, when placed afloat, draws one inch more water than she was calculated to draw, and realizes, over the measured mile, .054 knots more than her designers calculated she would, and yet "Thor" characterizes her as a "magnificent failure." What sort of credence can be given to a writer who makes such reckless statements?

Your correspondent did, however, hear of some of the *Warrior's* faults, and they are pretty well known to naval officers generally.

The first was, that when running at the tremendous speed of 14 knots, this gigantic and noble ship did not steer any worse than one of our "double-enders," going at the speed of ten. This fault has since been corrected in the *Warrior*, but I am not aware that our "admirable system" has as yet corrected it in the *Winnepeck* class of double-enders. The second of the *Warrior's* faults seems to have been that owing to a change in her armament not contemplated by her designer, the excess in weight caused her to roll almost as badly as the *Ossipee* class of screw sloops. This fault has also been corrected in the iron-clad, but I see by the California papers that the *Ossipee* still retains her propensity. In a sea-way her gunners would be forced to aim alternately at the sea and at the moon; but as we have an "admirable system of administration," of course this is but a trifling matter.

If "Thor," in his championship of Isherwood, and his opposition to the Board of Survey, cannot bring forward any more facts than he has already given us, his opposition will be rather a benefit to the bill than otherwise.

"WODEN."

ADDITIONAL REASONS FOR A BOARD OF SURVEY.

To the Editor of the Army and Navy Journal.

SIR: We understand there is a large surplus of money from unexpended appropriations on hand in the Steam Bureau. If this is so, it is wanted to be returned into the Treasury, and not diverted: for we have seen lately Volume II. of a book called "Researches in Steam," by B. F. Isherwood, the chief of the Steam Bureau. This book, the paternity of which is thus claimed, is a narrative of one of the most reckless acts of public squandering that has come under our notice. Under the guise

of necessity, we see by its fire-light very many gangs of laborers seated at a coal-pile, wiping lumps of coal, that they may be "free from dust" before being cast into the fires burning "seven inches deep." Laborers' wages at that day were the same as those skilled mechanics now receive. Also, we can see a gang of steam engineers watching the fires glow "seven inches deep"—looking on to see greenbacks burned up by the wheelbarrow load. This is the common sense of it. And for what purpose? Divested of all verbiage and of the vapid, silly word-spinning the book contains, it is to find out a reason or excuse why the Martin boiler shall be used to the exclusion of better ones which pay no royalty, and, also, to discover the effect upon marine boilers of an injection of tobacco juice!

What was the total cost of these experiments would defy research. Twenty-eight U. S. steamers tied to the dock, from Boston to Chesapeake Bay, were being experimented upon in quintuple fold, and Mr. Isherwood promises us Volume III., of the same sort. He tells us that the contractors for his machinery desired the book, and that they subscribed for its publication. Well, we believe him, and we also believe that they will subscribe for Volume III., and be, themselves, none the poorer. Now, what did the Navy and "science" generally learn from all this? We quote Mr. Isherwood, on the tobacco juice experiment. "No injurious effect by the juice could be observed on the iron of the boilers." "Each experiment lasted exactly 120 hours." "The experiments were seven in number." "The experiments were directed by Chief Engineer De Luce, and conducted by four assistant engineers of the Navy." "The coal used was Pennsylvania anthracite." "The fire was carried from six to seven inches in thickness," and here is the result: "The experiments thus proved useless for the particular purpose for which they were undertaken," page 380. And as a specimen of Mr. Isherwood's capacity we quote what he says: "In making these experiments it was supposed the water was merely sea water diluted with fresh." Even on that supposition he would undertake the case. Here three admirals are wanted, with their practical wisdom, or common sense, to head off the repetition of this hunting for saline matter in fresh water in the way described. We want this board to stop Volume III. of Isherwood's researches, made at enormous public expense, and published by the subscription of the contractors, plates and all. Mr. Isherwood promises the Navy twenty more Abortions of the *Guerriere* class, and four more pair of "geared screw engines" of the *Wampanoag* class. Let these be stopped by the practical wisdom of three admirals.

Out of what appropriation is the Bureau of Steam Engineering now building machine shops? We want no more shops to build *Guerriere* engines in, or to fabricate "the designs of this bureau" which will not match. We want no more machine shops to "finish" those pieces for the scrap-heap or for the fires "seven inches deep." The Government can't afford to teach the chiefs of its bureaus under the operation of the proverb "C'est en forgeant qu'on devient forgeron." Well may the New York *Times* say that the "advance in (estimates), the Navy Department is, however, so monstrous as to be inexplicable, except on the hypothesis that masses of barnacles (machinery it is, *Times*), weigh down the ship of state." And Mr. Ward says, "The war has fastened upon the country a vast horde of employees and contractors," in this department as well as in others, "who are no practical benefit to the Government." Now, by the light of these "researches" and their "fires seven inches deep," he might have substituted "no use" for "practical benefit."

Give us the Board of Survey—in other words practical wisdom. We have tried "literary qualifications," "scientific education," "the grand scale," "speculative philosophy," "experimental results on sound engineering principles," "experimental researches in physics," "hot blood and delicate skin," "analogical inferences," "porous diaphragms," "ingenious practitioners of engineering." We have tried these long enough, to reach the "maximum maximorum," to wit Isherwood's *Guerriere* or *Wampanoag*, with her "olive grove." Now, Congress, do let us try a little *Ironsides* or *Monitor*. One admiral isn't enough. Give us three.

PLYMOUTH.

FURTHER ANSWERS TO FERRUM.

To the Editor of the Army and Navy Journal.

SIR: Will you permit me to add through the columns of the JOURNAL a few more answers to Ferrum's few plain questions. I fully concur in all that was said by Martello and by Monadnock, but I don't think they have by any means exhausted the subject, in fact it would require several numbers of your paper to contain all the reasons in favor of the "Board of Survey."

Ferrum begins by asking:

"In what particular could a Board of Survey, however constituted, improve upon the combined or individual action of eight officers chosen as representative men from their respective branches, to act as heads of Bureaus and advisers of the Secretary of the Navy?"

Now, in addition to the fact stated by Monadnock that many of the said chiefs are by no means representative men of their respective branches, or of anything else, at least two of the bureaus produce for the Navy articles which neither their heads nor the branches they represent are in the least degree personally interested in, viz: those of construction, and of provisions and clothing, and although no one will question the success of the former, when it has had half a chance, it is well known that for the last few years he has been employed solely in boxing in thousands of tons of machinery and boilers, giving to the vessels so produced the best shape possible, and so little harmony has existed in the "combined action" of the bureaus, that the Chief of Ordnance has found neither room enough nor flotation enough to put batteries into our ships at all corresponding to their tonnage, and we have to-day, first-rates with batteries so small that they could not cope with the third-rates of England or France, and even with these small batteries the chief of equipment and recruiting

has not been able to secure sufficient room to berth the crews, which, according to present regulation, depends upon the batteries. Singularly enough, too, no line officer has a word to say as to the masting or rigging of ships, and it is a well-known fact that not a single steam vessel of the Navy, built since the beginning of the late war, can make eight knots under sail alone—very few can make five—and the great majority cannot make three. That this is not the fault of their hulls is clearly enough demonstrated by the recent achievement of the *Idaho*, which made sixteen knots, her engines having been sent to the "scrap heap," and she having been rigged as a ship should be. Again, not one in fifty of the vessels built since that period will tack under sail. I do not know of a single one that will do so.

The Navy Regulations, very properly, require commanding officers when cruising not to use steam, except under certain specified circumstances. Yet so slow are our vessels, that it would be decidedly cheaper to send one of them from New York to Rio under steam than under sail, as the cost of paying and provisioning the officers and crew for the additional time that would be required in the latter case would be greater than the cost of coal in the former; as a proof of this, witness the recent trip of the *Quinnebaug* to the Western Islands.

At the beginning of the late war it was found necessary to have a number of light-draught vessels to cruise in the shallow waters upon the coast, and in the rivers and bays of the Rebel States, and in order to secure that result, and at the same time to buoy up the enormous weight of machinery given to our ships, everything was built flat-bottomed or nearly so, and, as a natural consequence, we have a Navy filled with vessels which roll so badly that their guns cannot be worked in a sea-way.

So much for the efficiency of the Construction Bureau under the present system. The head of the Bureau is thoroughly competent, as everybody acknowledges, and the want of success in this department is entirely owing to the fact of there being no competent military head to harmonize and control the action of all the bureaus concerned.

If the report of the Board recently ordered to investigate the case of the *Richmond* were published, we should see how beautifully our present system works, and how much it costs the Government to undo its work, occasionally.

The description of clothing that has been served out to Jack for the last few years is a sufficient commentary upon the unassisted operations of the clothing Bureau, for, dressed up in a "purser's frock" and "trousers" a man looks about as much like a Hottentot as like a sailor; and why is this so? It is certainly true that, financially speaking, and as far as figures could show the wants of the service, the chief of this Bureau, has ably and faithfully performed his duties; but the paymasters, who are the only officers that report to him, have nothing to do with the uniform *after* it has been issued, while the commanding and executive officers, whose duty it is to see the men in uniform have nothing to do with it *before*.

Now, these examples, the truth of which will be vouched for by every candid person who knows anything about it, show with sufficient clearness that many things fall short under the present system, and it is also sufficiently clear that a Board composed of three officers who have had the interests of the whole Navy at heart from early boyhood, who have reached positions where the command of squadrons devolves upon them, who are distinguished as seamen, gunners and navigators, and who have a fair knowledge of construction and steam engineering, who, from their long experience, are thoroughly conversant with all the requirements of a man-of-war, and who take a fatherly interest in poor Jack, would be able to abate all the evils, in a manner that the ministerial head of the service as a non-professional man, however zealous and intelligent he may be, could never do, unassisted by their advice.

Ferrum again asks, why the heads of Bureaus should not vote upon questions upon which their advice and opinions are required. Suppose, for example, that a question of construction were being discussed, and the Board after obtaining the opinion of the chief of that Bureau, were to require the opinions of other constructors, naval or civil, or both. I suppose that Ferrum or even *Brassum* could see the impropriety of any man's voting as to whether his own or somebody else's opinion was the better, while there is no question as to the competency of a Board composed of such men as will constitute the "Board of Survey," to decide in all such cases.

TOP MAUL.

REVENUE CUTTER SERVICE.

THE NUMBER, NAMES, AND PAY OF ALL OFFICERS IN THE REVENUE CUTTER SERVICE.

Captains.

- John A. Webster.
- William A. Howard.
- Green Walden.
- Henry B. Nones.
- Gilbert Knapp.
- Douglas Ottinger.
- Thomas Sands.
- Francis Martin.
- Stephen Cornell.
- John McGowan.
- John Faunce.
- John A. Webster, Jr.
- John Carson.
- George R. Slicer.
- D. C. Constable.
- John M. Jones.
- James D. Usher.
- David Evans.

Duty pay per annum, \$2,500; waiting orders or leave pay per annum, \$1,800.

NOTE.—Officers while on duty are entitled to one Navy ration per day, valued at thirty cents.

FOREIGN MILITARY AND NAVAL ITEMS.

THE *United Service Gazette* (England) says: "We are informed that on board of H. M. *Royal Oak* during the late commission were a number of men, members of a sect known as "Germanites," who never attended divine service, were in direct opposition to the teachings of the chaplain and termed themselves non-fighting men. One of our correspondents says: This class of men never or very seldom misconducted themselves on board, always obeyed the pipe and were slow workers; but my firm belief is they are as dangerous a class of men as ever entered a ship, private or public! There are known to be a number of these non-fighting men in the Mediterranean fleet at the present time."

AT the beginning of the year the British government had in Abyssinia, actually disembarked, about 6,000 men, of whom one-third were Europeans. For the use of this little army there were 7,191 baggage animals, mules, camels, ponies and bullocks, with 2,365 drivers. At first the mules fared ill, for water was so scarce, that it was said, almost without a joke, that claret would have been cheaper. Water was found at distances of ten to twelve miles, and large condensers were put up for converting sea water into a drinkable fluid. But before the plague abated, as many animals died in one night as were worth £1,200.

THE Papal minister of war is said to have finally adopted the Spencer rifle for the artillery, engineers, chasseurs, gendarmes and transport corps. The zouaves and the legion are to be armed with the Remington rifle.

THE Emperor of Austria has appointed the Archduke Albrecht, commander of the Austrian military forces and has imposed on him the duty of inspecting the Army, of organizing it in a manner fit to take the field, and submitting the requisite proposals to the Minister of War.

THE Russian government sets less store by breech-loaders than any other power in Europe, and is said to allege the stupidity of its soldiers as a reason. But as breech-loaders have been improved, it has come to pass that the best arms are more effective in any hands whatever, than the old muzzle-loaders, and, perhaps, it is for this reason that the Russian military authorities have let out large contracts in Europe and America, which are not to be completed until the year 1869.

A REGIMENTAL circular issued to the British Royal Artillery, provides for the future instruction of officers who may desire to qualify themselves for employment in connection with the manufacturing department, the civil establishments of the Royal Military Academy, and generally for all appointments, not being military staff appointments, which are special to the artillery service. The officers who apply for this advanced instruction have to qualify upon entering in the calculus, practical mechanics, chemistry, physics and technical French. The new course is one of applied science, comprising such practical studies as metallurgy, practical chemistry, mechanism, applied mechanics, and the higher branches of physics.

DURING the last seven years, England has spent seven millions of pounds upon seventy-one forts, which are as yet undefended by a single gun.

THE following is a description of an iron-clad ship which has been built within less than five months by the Thames Company for the Greek Government. The dimensions are: length between perpendiculars, two hundred feet; breadth, thirty-three feet; depth, twenty feet; draught of water, fifteen feet six inches; burden, 1,045 tons, B. M.; engines, three hundred horse power; speed (calculated) fourteen knots; armament, two twelve ton Armstrong guns. The vessel is not quite finished, though she is nearly so. She was designed to combine with the smallest tonnage and lightest draught of water, the highest speed and a powerful armament. She is completely armored from stem to stern, the plates being seven inches thick amidships on ten inches of teak backing, and extending from the gunwale three feet six inches below the water line. Her two guns are to be carried in a central hexagonal casemate made of six-inch armor plates on ten inches of teak backing. The port sills are six feet six inches above the water, and the ports are so placed that the guns can be fired fore and aft or broadside. She has a double bottom and provision for water ballast.

THE following is a list of officers reporting at Headquarters Department of the Missouri, for the week ending the 5th of February, 1868: Brevet Major J. D. Jones, captain Thirty-seventh Infantry, en route to New Mexico; Brevet Major-General W. B. Hagen, colonel Thirty-eighth Infantry, en route to New Mexico; First Lieutenant W. J. Reed, Fifth Infantry, on special service; Brevet Lieutenant-Colonel M. W. Keogh, captain Seventh Cavalry, on leave of absence for thirty days, per Special Orders No. 7, commissary of subsistence, Headquarters Military Division of the Missouri.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, FEBRUARY 15, 1868.

NOTICES TO CORRESPONDENTS.

The Editor of the JOURNAL will always be glad to receive, from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

Officers are especially requested to give us early notification of all personal matters of general interest; of the movement of vessels and troops and of all military and naval events.

In directing a change in the address of a paper, care should be taken to give the previous address.

The Editor does not hold himself responsible for individual expressions of opinion in communications addressed to the JOURNAL.

The postage on the JOURNAL is twenty-five cents a year, payable quarterly, in advance, at the office where received.

Subscribers who purpose binding their volumes at the end of the year, should be careful to preserve their files of the paper, as we no longer stereotype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's, or other drafts, which should be made payable to the order of the Proprietors, W. C. & F. P. CHURCH.

AN APOLOGY FOR THE STEAM BUREAU.

IN a recent number of the *Journal of Commerce*, a correspondent attacks the ARMY AND NAVY JOURNAL for its elaborate exposure of the errors of the Steam Bureau and of the disasters it has entailed on our new screw fleet. To this letter he prefixes the title of "Remonstrance of the Engineers"—but "An Engineer" would be more fitting, as the initials of only one appear signed to the letter. To say, as does this one engineer, that the JOURNAL "has always been hostile to the Engineer Corps of the Navy," is as ungenerous as it is unfounded. We have never been hostile to that corps. We have severely criticised the performances of Mr. ISHERWOOD; but Mr. ISHERWOOD is not, we trust, identical with the Engineer Corps, nor will all his brother members of that corps thank "C. F." for implying that their identity is swallowed up in their chief's, or that they are bound to champion all his engineering theories as their own. Even in criticising Mr. ISHERWOOD, we have carefully separated the man from his work, and have exposed fact, not motive. Such bold criticism is alike the privilege and duty of every citizen; but particularly of the JOURNAL, which occupies a representative position such as no single man could.

To show how little can be said in defence of the Steam Bureau's practice, even by an engineer who is professionally able to select points for discussion, let us glance at some of the mis-statements of this letter. They begin with an assertion that, while we condemn Mr. ISHERWOOD's engines, "every other unsuccessful one [why does the writer say "every other unsuccessful one"]"—because he admits that Mr. ISHERWOOD's are unsuccessful?—projected, built, and tried by other parties, has been extolled to the skies." Readers of the JOURNAL, of whom Mr. C. F. is one, know from their own files that this is not so. For example, in the very first volume of the JOURNAL, Mr. DICKERSON's engines were condemned just as severely as Mr. ISHERWOOD's, in elaborate comparisons between those two engineers. Precisely the same ground has been taken in at least twenty articles from that day to this—none other. As for the single example which C. F. cites to sustain his reckless assertion—that of the *Idaho*—the JOURNAL, so far from ever praising that vessel's machinery, was among the first to point out its faults.

We do not know from what appropriation was subtracted the money which paid for breaking up the machinery either of the *Idaho* or the *Pensacola*; it is an indisputable fact that if upon the *Pensacola*'s machinery there had been laid out even one-fourth of the money which her new ISHERWOOD engines cost (though the latter are utterly inefficient), it could have been made fit, in every respect, for naval service. This work perfectly responsible constructors offered to do in this economical way; but, instead, at four times the cost, a cumbersome and inefficient lot of machinery was put in. More than that; even the money it cost to cut up and prepare for the scrap-heap, the *Pensacola*'s machinery would have made it better than the new machinery which she carries now.

With respect to the *Idaho*, we will now say more than we have ever found it necessary to say before, namely, that, though the design of her engines was faulty, yet, if she had been fitted with good boilers, she would have been a very fast ship; and even as it was, the actual working of her engines compared very favorably with that of any of Mr. ISHERWOOD's screw-engines. There was no trouble, for example, as in Mr. ISHERWOOD's, from the heating of journals.

C. F. says the *Idaho* "was tried, and her machinery proved absolutely worthless, notwithstanding the confident predictions of this authority." It will be observed how disingenuous is this latter phrase. Of the hundreds of expressions of opinion in the JOURNAL on this subject, no one is quoted, as no one would suit the writer's theory; and, accordingly, a general phrase like "notwithstanding the predictions" is made to do duty.

In the same uncandid spirit he refers to the JOURNAL's criticism on the dock-race of the *Algonquin* and *Winooski*. In the face of all that we said in half a dozen different articles against the *Algonquin's* machinery, he speaks of our finding "plenty of reasons to account for that humiliating *flasco*"—and so implies, to the careless reader, that we believed in the *Algonquin*. It does no harm, of course, when one comes to think of it, "to account for" any *flasco*, and, in fact, every failure should be accounted for, or it bears no lesson. But, by using this general form of expression, another meaning is implied. Everybody who read the elaborate and exhaustive discussion of that trial in the JOURNAL—the only paper in the country which treated it as it merited—knows that we attacked the design of the *Algonquin's* machinery. We showed that the *Winooski*, being only the ordinary American poppet-valve engine, used on our ferry-boats for years, was better than Mr. DICKERSON's gimbuckles. But we directed our main attention to the scientific point involved, namely, the expansion theory. The dock-trial completely overthrew the new-fangled theory on which the Steam Bureau had constructed the whole of the new Navy.

The next mis-statement in order, in this article which any engineer ought to be ashamed to sign, is as follows:

The *Madawaska*, although with the same power and same size of boilers as in the *Wampanoag*, was graciously allowed to pass, simply because Mr. ISHERWOOD did not design the engines, though Mr. ERICSSON adopted the same size of cylinder and the same point of cutting off.

Here, with his habitual want of candor, "the writer, in alluding to the "same size of cylinder," omits to allude to the all-important fact that the engines of the *Wampanoag* are connected to the propeller shaft by cog-wheels, while the *Madawaska's* are attached direct; and that, as the advance of the screw per revolution of engines is fifty-two feet for the *Wampanoag*, and only thirty feet for the *Madawaska*, the piston of the latter, though of the same size as the *Wampanoag's*, moves through nearly twice the space per minute. Accordingly, the *Madawaska's* cylinders, instead of being "the same size," are nearly twice as large. In other words, while the *Wampanoag's* pistons measure off a volume of 25,632 cubic feet per minute, the *Madawaska's* measure off no less than 44,428 cubic feet per minute.

So, too, in saying that the *Madawaska* and *Wampanoag* have "the same point of cutting off"—this writer omits to say that the *Madawaska* has an independent cut-off, which can be set to any point of stroke. As for the "144-hour" trial, it seems to have been conducted less for the purpose of accurately testing the engines, than for seeing if they could not be made to give out, so that they might be condemned to the "scrap heap" and replaced by a duplicate set of the *Wampanoag's* engines.

We have never considered individuals in criticising machinery. We have simply examined results, and modes of producing them. The *Wampanoag* and the *Madawaska* were built as competing ships. Why do they not compete? That is the question we have asked before, and which we now put again.

The writer of the letter says the JOURNAL "proclaimed that the *Wampanoag's* engines would break the ship up." That is entirely untrue. If it were true, why did not the writer quote some passage out of the many columns in which we have ex-

posed the glaring defects of the *Wampanoag's* machinery? There was no such proclamation there; and, accordingly, none could be cited.

The apologist for the Steam Bureau says, in reference to our citations of English screw-vessels, that "elaborately-gotten-up comparisons of their speeds are brought out as examples of actual practice, hiding the fact that those figures are for single runs in smooth water between stakes one mile apart." But the fact which he "hides" is that our main comparisons were not "of their speeds" at all, but of the power their engines exerted. Into the question of speed go a variety of data which complicate the simple question of machinery—questions of excellence of model, of draught, of actual weight carried at the time of trial, and so forth. Accordingly, our main calculations have not been of speed, but of horse-power, and the former item, whenever mentioned at all, has been entirely and obviously secondary to the latter. If our object had been to compare speeds, we should have gone into a great many other details beside the one he suggests. But we did not choose to so complicate the issue upon Mr. ISHERWOOD's part of the performance. And if we ever do, it will only show, among other things, how much must be subtracted from even the present poor performance of his engines, on the ground of the matchless models which he always takes care to have provided, to eke out deficiencies in motive power. Our comparisons of the ordinary engines used in the English navy, and by all good engineers the world over, with those new-fangled ones used by the Steam Bureau alone, showed the enormous loss of the latter in power.

The writer says we "parade the greater horizontal space" occupied by Mr. ISHERWOOD's engines, but never "state the fact that while our ships are built with the least depth possible, the English and French ships have the greatest." It is true that we never made such a qualification, and should be extremely mortified to have done so. The real "fact" of importance is that the ISHERWOOD engines occupy not only a "greater horizontal space" than all the English engines of equal power, but an equal perpendicular space beside. This is the fact that the Steam Bureau's apologist omits to state, forcing us to do so for him. And we take this opportunity, also, to call attention to the fact that the equivalent English engines referred to weigh very little more *in all* than the mere *surplus* weight which competent professional engineers have officially testified could be spared and saved out of Mr. ISHERWOOD's.

In the same uncandid way, "C. F." says "the fate of the *Alabama* (so long vaunted as superior to our ships) sufficiently vindicate a class of machinery which these parties would have the public persuaded, by constant hammering at it, are only monuments of incompetency." And now let us add that the *Kearsarge*, which alone had anything to do with the fate of the *Alabama*, did not contain Mr. ISHERWOOD's engines. Is that the way that these "monuments of imbecility" are "vindicated?" Our readers will see how this writer, without being caught in the direct assertion, implies that the fate of the *Alabama* vindicates Mr. ISHERWOOD's engines, well knowing that probably nine out of ten of his readers would not be professionally so posted as to know the *Kearsarge* did not carry engines of that design.

But this is only a specimen of the way in which alone the Steam Bureau can be defended. And we doubt not that our readers will agree with us that when it has no better arguments at command, its cause must be weak indeed.

THE joint resolution of Congress providing for the sale of certain iron-clads, affords the Government an opportunity of getting rid of such armored vessels as we are not likely to need in case of any future war. It is a mistake, however, to authorize the sale of the *Mahopac*, *Saugus*, *Manhattan*, *Canonicus*, *Tippecanoe*, *Catawba*, *Oneota*, or *Manayunk*. We cannot spare any of the above-named monitors, for they are good vessels, and can, with a few alterations, and at a comparatively small expense, be perfectly adapted for any emergency of harbor or coast defence. Their armament, moreover, is a powerful one, consisting of two

XV.-inch guns each. It was well to get rid of a bastard monitor like the *Onondaga*, and, we will not miss the "light-draughts," but in allowing the sale of the vessels we have mentioned Congress has evidently been deceived by interested parties, who expect to realize large sums from their purchase. This matter should at once be looked after before it is too late, for we cannot afford to allow any of the above-named monitors to pass into the hands of a foreign power. It is not part of a wise economy to sell what we are likely to need at some future day.

CONGRESS.

THE Senate has done but little of interest to our readers. After a long debate, longer than the importance of the subject seemed to warrant, the resolution authorizing the Secretary to send one or more Naval officers to the Havre Maritime Exposition, was adopted by a close vote. One or two of the Senators indulged in sharp comments on the French Emperor and his purposes. Mr. CHANDLER characterized the Exposition as a "stupendous private humbug;" Mr. MORRILL as a "petty affair;" Mr. HOWARD thought "it was merely a proposition to send a Naval officer for private display, to gratify the Emperor and Prince Imperial, that sovereign having been during the civil war engaged in plots against the existence of this Government;" Mr. CONKLING, that "it was all for display; there was a fleet floating uselessly now in foreign waters, and a sea king with it. Seafaring men of the country would be there with eyes to see, and glean information much better than a dozen such missions as this." MR. CONNESS thought "that that bold and bad, but astute man, the Emperor of France, was seeking his own interest in this matter, keeping up his notoriety to perpetuate the succession of his family." Mr. REVERDY JOHNSON suggested the impropriety of such attacks on the French Emperor when the nations are at peace.

A resolution was offered instructing the Committee on Naval Affairs to report in regard to providing suitable sites for Government magazines near New York and Jersey City. The bill for the relief of the heirs of the late General I. B. RICHARDSON, appropriating to them \$400 for horses stolen from him by Indians, while in the service of the United States, was taken up, debated at length, and finally passed. Several Senators objected to it on account of the principle involved. The citizens of Green Bay, Wis., presented petitions, through their State Senator, praying for a reduction of the Army and Navy, and that a portion of the money thus saved be applied to the improvement of the Green Bay harbor.

In the House, Mr. BLAINE reported the Army Appropriation Bill. It appropriates \$33,000,000. It contains a provision for the gradual reduction of the Army as follows: until the military force is reduced to twenty-five regiments of infantry, seven regiments of cavalry, and five regiments of artillery, no new commission shall be granted in any regiment except to West Point cadets as second lieutenants. The Secretary of War is directed to consolidate the regiments as rapidly as the requirements of the public service and the reduction in the number of officers will permit, until the foregoing minimum is reached. This provision is not to be construed so as to deprive any officer in commission of whatever promotion may be open to him by the occurrence of vacancies among his superiors in rank. Such promotions, however, are always to be made so as to facilitate and not to obstruct the consolidation of regiments. Mr. BLAINE's remarks on the bill we give elsewhere. The bill was referred to the Committee of the Whole.

The same day the Military Academy Appropriation Bill was discussed and passed. Several amendments were offered and rejected. The most important of these was one by Mr. ELDREDGE, providing that only white cadets should share in the benefits of the Academy. Another proposed to strike out the item of \$4,000 for the expenses of the Board of Visitors to the Academy. Mr. WASHBURN, in opposing the amendment, speaking of the services of the West Point institution, said its fame would live as long as the names of GRANT, SHERMAN, SHERIDAN and THOMAS were cherished by the American people. Mr. LOGAN, while admitting the claim made on behalf of the Academy, suggested that it had also been the nursing mother of the LEES, BEAUREGARDS, and the STUARTS. Mr. WASHBURN replied that if he had not been confining his remarks to the Regular branch of the Army, he would have paid his colleague (LOGAN) a high compliment. Mr. LOGAN protested that he was not fishing for a compliment, but he did not favor the plan of bringing in the names of gentlemen for the purpose of eulogizing them, on a bill that had no reference to them.

A communication from the Secretary of the Navy, transmitting papers in the case of the Court-martial of

Engineer Sawyer, elicited some discussion. Mr. SCHENCK, while admitting that disrespect to a superior officer should be punished, characterized the action of the informer in the case as "a poor, mean, dirty, pimping business." Mr. WASHBURN inquired whether that Court-martial was one organized to convict. Mr. SCHENCK replied that it was not. It was composed of very honorable men, but he was surprised at their finding. Mr. PRUYN said it was not fair to the Secretary of the Navy or to officers of the Government to bring in such papers or make such statements on such an occasion as this. Mr. SCHENCK merely contended that it was a harsh sentence for words spoken in private conversation, and that it was contemptible for the Secretary of the Navy to keep a spy at the Portsmouth Navy-yard. The testimony would show that the witness in the case had spoken as disrespectfully of Congress as Mr. SAWYER had of the President, and therefore he wanted it printed. The papers were finally referred to the Naval Committee.

Bills granting pensions to soldiers and the widows and orphans of soldiers were passed. The only question of interest in connection with the pension bills related to the widow of a special agent of the Provost-marshal's Bureau. The agent was killed while arresting a deserter, and the question was whether his widow is entitled to a pension, and, if so, at what rate. The House granted the pension, but fixed it at the sum allowed a private soldier.

Further correspondence between General GRANT and the President, in regard to the War Secretaryship was presented; also, a communication from the Secretary of the Navy, with a report as to the strength of the Navy on January 1, 1861; also, a communication from the Secretary of the Navy relative to depredations upon and the future care of the reservations of lands for the purpose of supplying timber for the Navy. The lands thus reserved were placed under the control of the Navy Department, and are scattered through the States of Florida, Georgia, Mississippi and Louisiana, embracing a total of 264,000 acres. Secretary WELLES says: "If these lands are to be retained for the purpose for which they have been protected for half a century, an appropriation of \$20,000, for salaries and other necessary expenses, will be required."

A petition signed by the adjutants-general of nearly all the loyal States during the War has been submitted to the House Military Committee. They ask Congress to allow them such sums as will, in addition to the amounts which they have received from the several States, make the pay of each equal to that of a brigadier-general. It is requested on the ground that their duties were for the most part rendered to the General Government. The Committee have decided to report adversely, for the reason that, as the duties of almost all the local officers were increased during the war, the granting of this request would open the door to innumerable similar demands.

Major J. H. WHITTELEY, who was detailed by the Secretary of War to report a suitable system of military instruction for such colleges and schools as may choose to adopt it, has prepared a draft of a bill, which is before the Military Committee. It is approved by General GRANT, and is to be considered immediately. This plan does not propose to abolish West Point, but on the ground that institution is not adequate to the supply of officers for the Army, it supplies the deficiency. It may be said that some Members of Congress are in favor of abolishing West Point, and establishing in its stead, in different parts of the country, a number of schools, with the same system of instruction, retaining the Academy, for a school of engineers.

THE President has sent a message to the House, enclosing a communication from the Secretary of the Navy relative to depredations upon and the future care of the reservations of lands for the purpose of supplying timber for the Navy. The lands thus reserved were placed under the control of the Navy Department, and are scattered through the States of Alabama, Georgia, Mississippi and Louisiana, embracing a total of 264,000 acres. Secretary WELLES says, if these lands are to be retained for the purpose for which they have been protected for half a century, an appropriation of \$20,000, for salaries and other necessary expenses, will be required.

BREVET Major T. J. ECKERSON, assistant quartermaster U. S. Army, having reported at Headquarters Fourth Military District, in compliance with Special Orders No. 518, Paragraph 12, Headquarters of the Army, has been ordered to report in person to the commanding officer of the sub-district of Arkansas, for assignment to duty, to relieve Brevet Major Lewis Cass Forsyth, assistant quartermaster, as chief quartermaster of the sub-district of Arkansas, and depot quartermaster at Little Rock, Arkansas.

THE BRITISH NAVY.

We have no desire to be alarmists, but it has become necessary to say plainly that the naval power of this country is fast becoming seriously jeopardized by the extreme slowness with which we are adding to our iron-clad fleet. Not only are we at the best but barely equal to cope with the French iron-clads, but, while this state of things exists and goes on from year to year, we see growing up all around us—in many instances in our own private shipbuilding establishments—a number of foreign iron-clad fleets which would leave us little or no chance of ever holding our own against any one of the many European combinations which a single day may bring forth. Prussia already has a very considerable iron-clad navy, lately augmented by the fast and handy frigate *Crown Prince*, built by Mr. Samuda, M. P., and engined by Mr. Penn, and the Prussian fleet will, in a few months or weeks hence, be further augmented by that most powerful and magnificent of all existing iron-clads the *King William*, which the Thames Iron Works Company are fast bringing to completion from designs furnished by Mr. Reed, the chief constructor of our own navy—a ship which surpasses even our own *Hercules* in some important respects. The Italians already possess a very powerful iron-clad fleet which only failed to exert its inherent power at Lissa on account of the undisciplined state of its crews, and of the memorable blunder of Persano in transferring his flag at the last moment to what probably proved, and was foreseen to be, the very worst-designed iron-clad that ever was produced in an English building-yard—a narrow, long, unwieldy, plunging craft, carrying her guns in turrets, but turrets placed so badly as to make her dangerous in a seaway, even without the risks and mischances of a general action. The Russians, we also know, will have iron-clad ships in such a number as to make the upper Baltic securely her own, and, although many of her ships are monitors, fit for coasting purposes only, she has the means of bringing formidable offensive powers against us in the event of war. Sweden has been actively employed for years past in getting together a somewhat similar though smaller iron-clad fleet; and so has Holland; nor has Norway neglected like precautions. Returning southward, we must bear in mind that Spain has actually performed naval operations with iron-clads in South America; that Portugal is not without them; that Turkey has a very powerful fleet of such ships, and that even little Greece is now making a considerable effort to produce such a fleet, and is building some very efficient ships. In the face of a continent thus armed and arming with these modern and potent engines of warfare, it is positively shameful that England should be content to jog along on even a doubtful equality with the one power, France, which is next door to her, shutting her eyes to what every other power is doing, and driving from her mind the thought of the combinations which at any moment might be formed against her. Let it be distinctly understood that in saying this we are not in the least degree advocating the extravagant, not to say monstrous, doctrine propounded in Parliament by Mr. Samuda, viz., that Great Britain ought to possess an iron-clad fleet so numerous as to be capable of coping with all the combined iron-clad fleets of all the great Powers of Europe. This is, in our judgment, a chimera emanating from and worthy the brain of a great shipbuilding contractor; but it does deserve serious discussion by the public. The thing that is most vitally essential to the well-being of the state is such an iron-clad fleet as will enable us to hold our own afloat against such a combination of other Powers as alone can be precipitately formed, viz., a combination of France with some other Power. It would be idle to fear that any three or more Continental Powers might secretly and suddenly combine against us, and that we must at all times be ready to meet such a combination single-handed. Such things are no longer possible in Europe, and need not in the least be apprehended. But that which may happen at a very short notice indeed is for several Powers to enter into an offensive and defensive treaty quickly and quietly, combining their fleets against us; and what we say is, that it is essential to the well-being of this country that we should at all times be prepared to encounter single-handed such a combination. It is of no avail to say that the world is now at peace, or likely to remain so. We know nothing of the future, and we ought to be prepared for such events as are at all likely to befall us. Now we say that Great Britain is at this moment utterly unprepared to resist any combination whatever of two great Powers. Nay, so nearly equal are we with France herself that the common chances of war might easily give her the victory in the event of an engagement with the two fleets. In fact, not only are we too weak to hold our own on the ocean securely—which in itself is a very humble thing for us to do who have been accustomed in times past to seek out our enemy even in our own waters—but we are positively unsafe on our own shores. If we now lost a general action in the Channel we should lose everything, and our roadsteads, harbors, and dock-yards would be practically open to the enemy. For we have not more than enough iron-clads to meet even a French squadron, and to divide them would be only to make defeat more probable. Let us now put our readers and the public on their guard against attributing this weakness of ours to wrong causes. It would be idle, and far worse than idle, to continue any longer the Parliamentary and, we must add, the newspaper farce of rushing to "dockyard mismanagement" as the source of all our evils in these respects. No doubt there is mismanagement; no doubt there are defective accounts; no doubt there is some amount of waste both of material and labor; no doubt there will always be these things. They are not peculiar to government dockyards only. We could point to private establishments where mismanagements, defective accounts, and waste, abound much more than in any dockyard; and if all the reformers in Parliament and out of it were together to combine their forces of amendment, and bring them to bear upon the dockyards, they could not possibly save us in a year any large part of the cost of one iron-clad frigate. Nor is it to defective designing of our ships that we must look for the cases.

cause of our inferiority. No doubt a great deal of money has been spent on ships of great length, great tonnage, and great cost, with comparatively weak armor, and no doubt such a ship as the *Achilles*, excellent a vessel as she is in some respect, is, from the extreme weakness of her armor, 4½-inch only, utterly unfit to encounter the more recent ships of the French and Prussian navies. But these circumstances result from a more or less natural growth and progress, and we certainly have not been hindrance in adding to the strength or the handiness of our iron-clads. The *Bellerophon* is of a strength even now equal to the latest French ships, and of such handiness as a steamer as is unknown in other navies. The *Hercules* is almost a synonym for invulnerability, and will carry an appalling armament. Even what are called the second-class ships lately ordered—the *Invincible* and *Audacious* class—will have 8-inch armor at the water line, and 6-inch elsewhere, and will carry armor-plated 12-ton guns, with great range of fire on both their main and upper decks. In fact, we have led the advance in this competition for several years past, and have led it with economy too, for it must be borne in mind that the *Hercules*, which is immeasurably more powerful than the *Minotaur*, is a much smaller ship, while between the *Invincible* and the early second-class ship *Defence*, which appear to be of about the same size, there is, absolutely, no comparison possible, so much superior is the one ship to the other in every respect. What then, we shall be asked, is the real cause of our deficiency of iron-clad ships? The answer is, we have spent too little money in building iron-clads, and far too much on other things. People too commonly run away with the notion that iron-clads are the cause of our large navy estimates, and so they are in one sense, for it is obvious that if you spend just as much as ever on other things, and a good part of a million annually on iron-clads beside, you must have large estimates. But when iron-clads come in, other large items of expenditure ought to have been reduced—reduced even to a greater extent than the cost of the iron-clads. Had this been done, the new style of ships would have been a source of economy. But it has not been done; on the contrary, year after year pressure is put on the iron-clad votes more strongly than upon any others, and hence our melancholy and false position. Mr. Reed boldly drew attention to this most important phase of the naval question a year ago in a public address at Plymouth, and it will be useful to reproduce here what he then said:

But you will ask, if in all the years that we have been building iron-clads the total expenditure has amounted to seven or eight millions only, what has become of the ten or twelve millions which have been voted annually by Parliament during that period? A

glance at the navy estimates will satisfy you on this point. If you will look into the estimates for the current year, for example, you will find in the first place that very nearly a million and a half sterling is swept away in the half pay and pensions for the year; and a similar amount is required every year. In the next place you will observe that more than four millions are absorbed in the wages, victualls and clothing for seamen and marines. Another half million, nearly, goes for victualling establishments, and for transporting troops for the army. The coast-guard, naval reserve, and coast volunteers require more than a quarter of a million. Here we have already about six and a quarter millions sterling out of the total navy estimates of less than ten and a half millions absorbed on services that have nothing whatever to do with shipbuilding. Nor is this all, for more than another half million goes in miscellaneous services of various kinds, such as admiralty officers, the observatories at Greenwich and the Cape, medical establishments and stores, marine divisions, legal expenses, pilotage, telegraphs, travelling expenses of officers and men, religious and charitable institutions, and so forth. Thus nearly seven millions out of the ten and a half disappear, leaving three and a half millions as the total sum allowed for all the dockyards at home and abroad, and for all other expenses connected with the building, repairing, and equipping of her Majesty's ships. But now look again, and you will find that out of this three and a half millions very nearly one million is being expended on docks, buildings, and machinery plant; £300,000 on coals; and £300,000 more upon stores, many of which form no part of a ship, such as boats, hammocks, tar, tallow, and a variety of other things. Deducting these sums from our three and a half millions, we have left but two millions for building and maintaining the ships of the navy of all classes, and even this is subject to many reductions which I cannot afford the time to explain here. Do not suppose for a moment, however, that these two millions can be chiefly expended upon iron-clad ships. Take up the Navy List, and look at the scores upon scores of ships that are in commission on foreign stations in the Mediterranean, North and South America, on the Coast of Africa, in China and the East Indies, and in the Pacific, and bear in mind that this immense array of war vessels, from line-of-battle ships down to gunboats, have to be built or repaired and equipped out of the annual two millions I have mentioned, before a single sixpence can be expended with the object of increasing our iron-clad fleet. You will now be in a position to see what becomes of the large annual sums voted by Parliament for the navy, and how small, I may almost say insignificant, a portion of them really gets expended upon iron-clad ships. And if you share my feeling you will see, too, wherein lies the real danger of our naval eminence ebbing gradually away.

The real fact is, that during the present financial year, for example, the total expenditure upon iron-clads falls considerably short of one million; amounts in fact to not more than about £800,000 while considerably more than nine millions sterling are spent on the navy in other ways! This is how the money of the nation goes, and this is how the country has been brought into a highly dangerous position. Iron-clads alone can enable us to hold our position among the powers of Europe, and yet our naval administrators are content year after year to go on spending eleven-twelfths of all the money voted annually by the country exclusively upon other objects. We commend this subject to the consideration of Mr. Corry and his energetic Board of Admiralty, and we commend it also to the consideration of Parliament. Mr. Childers, Mr. Stansfeld, and other members of former boards touched the question last year, but they touched it far too timidly and with no result. It is high time it was handled boldly and thoroughly. The time for "worrying" the shipbuilding votes is gone by; any further saving that may be made there will necessarily be trifling, for the total amount of them is but a small portion of the whole naval vote, and we get excellent and powerful ships for what is spent. Now let the other and larger votes be overhauled, for if this is not done, and done quickly, and our iron-clad fleet augmented out of the savings our naval power will be wantonly sacrificed.—*A & N. Gazette*, Jan. 18th.

THIRTY cents has been fixed as the uniform rate at which commutation of rations shall be paid to soldiers discharged from the service of the United States in all cases.

MILITARY ORDER OF THE LOYAL LEGION.

THE following is a list of the officers and members of Commandery No. 1, State of Maine, Military Order, Loyal Legion, U. S.

Commander, Joshua Lawrence Chamberlain, brevet major-general; Senior Vice Commander, Francis Fessenden, brevet major-general, captain, Nineteenth Infantry; Junior Vice Commander, Charles W. Roberts, brevet brigadier-general, late colonel Second Maine Infantry; Recorder, Charles E. Merrill, late lieutenant-colonel Seventeenth Maine Infantry; Correspondent, Charles Hamlin, brevet brigadier-general and acting adjutant general; Chancellor, John M. Brown, brevet brigadier-general, late lieutenant-colonel Thirty-second Maine Infantry; Treasurer, Thomas W. Hyde, brevet brigadier-general; Chaplain, Rev. Uriah Balkum.

Council.—George F. Shepley, brigadier-general, Governor Louisiana, chief of staff Twenty-fifth Army Corps; John C. Caldwell, brevet major-general and adjutant-general of Maine; Henry G. Thomas, brevet major-general and captain Eleventh U. S. Infantry.

Members.—Harris M. Plauten, brevet brigadier-general, colonel Eleventh Maine Infantry; Jonathan P. Cilley, brevet brigadier-general, lieutenant-colonel First Maine Cavalry; George Varney, late colonel Second Maine Infantry; John F. Appleton, late colonel Eighty-first U. S. colored Infantry; Romeyn B. Ayres, brevet major-general U. S. Army; Thomas Lincoln Casey, brevet colonel U. S. Engineers; James D. Fessenden, brevet major-general; William E. Donnell, brevet major, and adjutant Twentieth Maine Infantry; Edwin Brown Houghton, captain Seventeenth Maine Infantry, and Inspector Third Brigade Second Army Corps; Samuel H. Merrin, chaplain First Maine Cavalry; Seldin Conner, brigadier-general; Horatio N. Jose, lieutenant and regimental quartermaster, Twelfth Maine Infantry; N. P. Munro, surgeon Twentieth Maine Infantry; Franklin M. Drew, brevet colonel, major Fifteenth Maine Infantry; Charles Porter Martocks, brevet brigadier-general, colonel Seventeenth Maine Infantry; Z. B. Tower, brevet major-general and colonel U. S. Engineers; George Thor, brevet brigadier-general and lieutenant-colonel U. S. Engineers; George W. Randall, brevet brigadier-general.

At a special meeting, held at Portland, February 1st, Lieutenant-Commander, C. A. Bouteille, U. S. V. Volunteer Navy; Surgeon Shaw, Twentieth Maine Infantry; Edwin Putnam, paymaster U. S. Navy were elected companions of first class.

It was determined that quarterly reunions of the Commandery should be held for social purposes.

It was also resolved that February 23d be observed by the above Commandery, by a celebration at Augusta, with an oration and poem and social festivities, and that the members of the Commandery appear in uniform on that occasion.

AT a stated meeting of the Philadelphia Commandery of the Military Order of the Loyal Legion, held at its quarters, No. 1,103 Walnut street, on Wednesday evening, February 5th, at half-past seven o'clock, the following-named gentlemen, candidates for membership, were ballotted for, and duly elected Companions of the Order: Of the First Class: Brevet Major-General Thomas W. Sherman, U. S. Army, colonel Third U. S. Artillery; late brigadier and brevet major-general U. S. Volunteers; commanding Department of the East. Brevet Major-General John W. Davidson, U. S. Army, lieutenant-colonel Tenth U. S. Cavalry; late brigadier and brevet major-general U. S. Volunteers. First Lieutenant Henry Jackson, Seventh U. S. Cavalry; late first lieutenant Volunteers. Brevet Colonel Henry A. Morrow, U. S. Army, lieutenant-colonel Thirty-sixth U. S. Infantry; late colonel Twenty-fourth Michigan Infantry, and brevet major-general U. S. Volunteers. Brevet Major Charles H. Whittelsey, U. S. Army, captain Thirtieth U. S. Infantry; late assistant adjutant-general Sixth Army Corps, and brevet brigadier-general U. S. Volunteers. Captain Arthur McArthur, Jr., Thirty-sixth U. S. Infantry; late colonel Twenty-fourth Wisconsin Volunteer Infantry. First Lieutenant Harry H. Link, Thirty-sixth U. S. Infantry; late captain Third West Virginia Volunteer Infantry. Colonel Luke Murkin, late Fourteenth Ohio Volunteer Infantry. Major John E. Yard, Tenth U. S. Cavalry. Captain Samuel L. Barr, Fifth U. S. Infantry. Brevet Major-General David B. McKibbin, U. S. Army, major Tenth U. S. Infantry; late colonel Two Hundred and Fourteenth Pennsylvania Volunteer Infantry, and brevet brigadier-general U. S. Volunteers. Brevet Major George W. Randall, U. S. Army, captain Fourth U. S. Infantry; late lieutenant-colonel Volunteers. Brevet Major Charles C. McConnell, U. S. Army, first lieutenant Fifth U. S. Artillery. Captain John McIntosh, Twentieth U. S. Infantry. Captain Evan Miles, Twenty-first U. S. Infantry. Captain Chambers McKibbin, Thirty-fifth U. S. Infantry. Chief Engineer William H. Shock (commander), U. S. Navy. Paymaster Casper Schenck (lieutenant-commander), U. S. Navy, U. S. receiving ship *Independence*. Lieutenant-Commander Edward Terry, U. S. Navy. Lieutenant Philip H. Cooper, U. S. Navy. Second Lieutenant George C. Reid, U. S. Marine Corps. Lieutenant-Colonel Francis C. Hooton, late One Hundred and Seventy-fifth Pennsylvania Volunteer Infantry. Major John W. Duncan, late Eighth Pennsylvania Reserve Volunteer Corps (thirty-seventh regiment of the line). Captain James R. Reid, late Tenth U. S. Infantry. Captain Eugene Diven, late assistant adjutant-general U. S. Volunteers. Brevet Captain U. S. Lowe, U. S. Volunteers; late first lieutenant and assistant quartermaster One Hundred and Forty-fifth New York Volunteer Infantry.

THE following-named candidates for commissions in the U. S. Cavalry have passed a satisfactory examination before the Board convened at Carlisle Barracks, viz.: Second Lieutenant Silas Pepoon, Tenth U. S. Cavalry; Second Lieutenant Edmund Luff, Eighth U. S. Cavalry; Second Lieutenant James D. McBride, First U. S. Cavalry,

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

FEBRUARY 1.—Paymaster C. W. Hassler, to duty as inspector, etc., at New York, as the relief of Paymaster E. W. Dunn.

FEBRUARY 4.—First Assistant Engineer A. S. Greene, to the *Nyack*.

First Assistant Engineer J. B. Carpenter, to the Navy-yard, Boston.

First Assistant Engineer P. R. Voorhees, to the Naval Academy.

First Assistant Engineer David Hardie, to League Island, Pa.

Second Assistant Engineer John Van Havenberg, to the Navy-yard, New York.

Second Assistant Engineer F. L. Miller, to the Navy-yard, Boston.

Second Assistant Engineer John D. Ford, to the Navy-yard, Norfolk.

Second Assistant Engineer H. C. Christopher, to the Navy-yard, Norfolk.

FEBRUARY 5.—Passed Assistant Surgeon J. W. Coles, to the Naval Academy.

FEBRUARY 6.—Paymaster Richard Washington, to the receiving ship *New Hampshire* by the 16th inst., as a relief to Paymaster H. L. Wait.

Third Assistant Engineer J. J. Ryan, to Panama, for duty on board the steam packet launch at that place.

FEBRUARY 7.—Chief Engineer Geo. Sewell to Newburg, N. Y., for duty as superintendent of the construction of Government machinery at that place, to relieve Chief Engineer Wm. S. Slamm.

Second Assistant Engineer John C. Kafer, to duty at the Naval Academy.

DETACHED.

FEBRUARY 1.—Commander R. W. Shufeldt, from the command of the *Wachusett*, and placed on waiting orders.

Lieutenant-Commander E. T. Brower, Passed Assistant Surgeon T. N. Penrose, First Assistant Engineer E. B. Lutze, Second Assistant Engineers E. Lincoln and Jefferson Brown, Third Assistant Engineers J. H. Lewars and J. A. Barton, from the *Wachusett*, and placed on waiting orders.

Paymaster E. W. Dunn, from the New York inspection, and ordered to settle his accounts.

FEBRUARY 3.—Commander Pierce Crosby, from the command of the *Shamokin*, on the reporting of Commander D. L. Braine, and ordered to return to the United States.

Commander D. L. Braine, from ordnance duty at the Navy-yard, New York, on the 13th of March next, and ordered to command the *Shamokin*.

Passed Assistant Paymaster Goo. W. Brown, from the *Tuscarora*, and placed on waiting orders.

FEBRUARY 4.—First Assistant Engineer B. C. Bampton, Second Assistant Engineers John J. Bissell and P. J. Langer, from the *Nyack*, and ordered to return to the United States.

Second Assistant Engineers E. M. Lewis and J. L. Bright, from the *Wasp*, and ordered to return to the United States.

First Assistant Engineer Wm. H. Harrison, from the Navy-yard, Boston, and ordered to the *Wasp*.

Second Assistant Engineer Theodore Cooper, from the Naval Academy, and ordered to the *Nyack*.

Second Assistant Engineer Frederick Schober, from League Island, Pa., and ordered to the *Nyack*.

Second Assistant Engineer Richard Inch, from the Navy-yard, New York, and ordered to the *Nyack*.

FEBRUARY 5.—Surgeon E. S. Matthews, from the *Saranac*, and placed on waiting orders.

Surgeon A. A. Hoebling, from the *Decatur*, and placed on waiting orders.

Passed Assistant Surgeon D. McMurtrie, from the *Wampanoag*, and placed on waiting orders.

Assistant Surgeon E. B. Bingham, from the *Saginaw*, and placed on waiting orders.

Assistant Surgeon J. G. Ayres, from the Naval Academy, and ordered to the *Wampanoag*.

Paymaster Wm. R. Winslow, from the *Saranac*, and ordered to settle his accounts.

FEBRUARY 6.—Lieutenant-Commander C. C. Carpenter, from the command of the *Wyoming*, and placed on waiting orders.

Passed Assistant Paymaster Daniel A. Smith, Jr., from the *Wyoming*, and ordered to settle his accounts.

First Assistant Engineers James Sheridan, G. W. Sensenier, Francis G. Smith, Second Assistant Engineer Thomas Lynch, Third Assistant Engineer J. E. Speights, Boatswain John Burrows, and Gunner John L. Staples, from the *Wyoming*, and placed on waiting orders.

Paymaster H. L. Wait, from the receiving ship *New Hampshire*, at Norfolk, Va., on the reporting of Paymaster Richard Washington, and ordered to settle his accounts.

First Assistant Engineer D. P. McCartney, from the Asiatic Squadron, and granted sick leave.

FEBRUARY 7.—Chief Engineer Wm. S. Slamm, from duty as superintendent of the construction of Government machinery at Newburg, N. Y., on the reporting of Chief Engineer Geo. Sewell.

Second Assistant Engineer J. G. Littig, from the Naval Academy, and ordered to the *Wasp*.

RESIGNATIONS ACCEPTED.

FEBRUARY 4.—Second Assistant Engineer Edmund Lincoln.

FEBRUARY 6.—Third Assistant Engineer Henry McConnell.

VOLUNTEER NAVAL SERVICE.

ORDERED.

FEBRUARY 3.—Mates A. T. Jennings and W. S. Baldwin, to the *Portsmouth*.

FEBRUARY 4.—Acting Third Assistant Engineer H. W. Speights, to the *Wasp*.

FEBRUARY 5.—Mate E. C. Harrington, to the *Sabine*.

FEBRUARY 6.—Acting Volunteer Lieutenant F. F. Baury, to the receiving ship *Vandalia*, at Portsmouth, N. H.

DETACHED.

FEBRUARY 1.—Acting Master Geo. E. McConnell, Acting Ensign Reuben Rich, Mate James Moran, Acting Third Assistant Engineer C. W. Forbes, and Acting Gunner John Russell, from the *Wachusett*, and granted leave of absence for discharge.

FEBRUARY 3.—Mates Geo. P. Gifford and Thomas Savage, from the *Portsmouth*, and placed on waiting orders.

FEBRUARY 4.—Acting Second Assistant Engineers Richard Thall and R. M. Weir, from the *Nyack*, and ordered to return to the United States.

Acting Second Assistant Engineer A. O. Tilden, Acting Third Assistant Engineers J. B. Edson and John W. Kearon, from the *Wasp*, and ordered to return to the United States.

Acting Ensign J. B. Taney, from the *Wasp*, and placed on waiting orders.

Acting Master Geo. F. Wilkins, Acting Ensign Charles R. Haske, Mate Edgar T. Crawford, and Acting Passed Assistant Surgeon J. J. Sowerby, from the *Wyoming*, and placed on waiting orders.

Acting Master William Knapp, Acting Ensigns R. M. Clark and A. S. Hitch, Mate G. V. Brownell, and Acting Third Assistant Engineer Edgar Penny, from the *Wyoming*, and granted leave for discharge.

Acting Master C. W. Adams, from the receiving ship *Vandalia*, and granted leave for discharge.

DISCHARGED.

FEBRUARY 1.—Acting Master Henry Pease, Jr., Acting Ensign S. S. Willett, and Mate C. W. Morgan.

FEBRUARY 4.—Mate John Williams.

RESIGNATION ACCEPTED.

FEBRUARY 5.—Acting Third Assistant Engineer John D. Thompson.

HONORABLY DISCHARGED.

The following-named volunteer naval officers have been honorably discharged from the service since last report:

FEBRUARY 4.—Acting Third Assistant Engineer Samuel B. Roane.

FEBRUARY 5.—Acting Master John L. Bryant.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery, for the week ending February 8, 1868:

John McManus, coal-heaver, January 28th, Naval Hospital, New York.

Philip Traynor, first-class fireman, February 2d U. S. steamer *Wyoming*, off Montauk Point, L. I.

REVENUE CUTTER SERVICE.

ORDERED.

JANUARY 22.—Second Lieutenant M. Grant Woodward, to duty on board the *Toucy*, at New Haven, Conn.

DETACHED.

JANUARY 22.—Second Lieutenant Eric Gaberson, from duty on board the *Toucy*, and ordered to the schooner *Active*, at New Bedford, Mass.

MARINE CORPS.

CHANGES, ETC., DURING THE MONTH OF JANUARY, 1868.

Lieutenant-Colonel M. R. Kintzing.—On leave of absence from Philadelphia, Pa., for ten days from 18th inst.

Captain and Brevet Major Houston.—Joined at Brooklyn, N. Y., from steamer *Minnesota* 31st inst.

First Lieutenant and Brevet Captain P. C. Pope.—Detached from steamer *Susquehanna* 11th inst. at New York, and ordered to report for passage in the U. S. bark *Purveyor* to Saint Croix, W. I.; on arriving there, to report for duty to the senior officer of the U. S. steamer *Monongahela*.

First Lieutenant C. H. Daniels.—Joined steamer *Saranac* November 23, 1867.

First Lieutenant Israel H. Washburne.—Detached from Portsmouth, N. H., 14th inst., and ordered to Boston, Mass., for duty. Joined at Boston, Mass., 17th inst.

Second Lieutenant Albert B. Young.—Detached from steamer *Tuscarora* December 7, 1867; under orders to Washington, D. C. Joined at headquarters 2d inst. On leave of absence for one month from 4th inst.

Second Lieutenant D. Pratt Mannix.—Joined at Brooklyn, N. Y., from steamer *Minnesota* 31st inst.

Second Lieutenant John H. Sherburne.—Detached from Boston, Mass., 15th, and ordered to Portsmouth, N. H., for duty. Joined at Portsmouth, N. H., 18th inst.

Second Lieutenant H. G. Coffin.—On leave of absence for thirty days from 22d inst. from Mound City, Ill.

ARMY GAZETTE.

CHANGES OF STATIONS.

THE following changes of stations of companies have taken place since last report:

INFANTRY.

Company H, Sixteenth Infantry, from Savannah, Ga., to Fort Pulaski, Ga., January 6, 1868.

Company B, Thirty-third Infantry, from Huntsville, Ala., to Selma, Ala., January 30, 1868. Ordered.

Company A, Thirty-ninth Infantry, from post of New Orleans to Fort Pike, La., January 26, 1868.

Company K, Thirty-ninth Infantry, from post of New Orleans to Fort Pike, La., January 26, 1868.

ARTILLERY.

Company I, Fifth Artillery, from Key West, Fla., to Fort Jefferson, Fla., December 22, 1867. Arrived.

Headquarters Fifth Artillery, from Columbia, S. C., to Richmond, Va., January 20, 1868. Ordered.

Companies K and L, Fifth Artillery, from Fort Jefferson, Fla. to New Orleans, La., January 15, 1868. Arrived.

CAVALRY.

Headquarters Third Cavalry, from Fort Union, N. M., to Fort Sumner, N. M., January 16, 1868. Ordered.

Company C, Fourth Cavalry, from Fort Clark, Tex., to Fort McIntosh, Tex., January 4, 1868. Ordered.

Company K, Fourth Cavalry, from Fort Inge, Tex., to Fort Brownsville, Tex., January 4, 1868. Ordered.

Companies D, G, H and M, Fourth Cavalry, from Fort Chadbourne, Tex., to Camp Hatch, Tex., December 17, 1867. Arrived at latter place.

Company C, Sixth Cavalry, from Jacksboro', Tex., to Buffalo Springs, Tex., December 4, 1867. Arrived from detached service.

Company L, Ninth Cavalry, from Brownsville, Tex., to Fort Inge, Tex., January 4, 1868. Ordered.

Company M, Ninth Cavalry, from Brownsville, Tex., to Fort Clark, Tex., January 4, 1868. Ordered.

Headquarters Eighth Cavalry, from Camp Whipple, A. T., to Churchill Barracks, Mo., October 12, 1867. Ordered.

LIST OF MILITARY POSTS AND STATIONS AT PRESENT OCCUPIED BY U. S. TROOPS.

HAMILTON, Camp, Va.; Department of the Potomac. P. O. address, Fort Monroe, Va.

Garrison.—F, Twenty-first Infantry.

Hamilton, Fort, N. Y. Harbor; latitude 40 deg. 43 min., longitude 74 deg. 1 min. Department of the East. P. O. address, Fort Hamilton, N. Y. Harbor; at the southwest corner of Long Island, in Kings county, six miles south of New York City.

Garrison.—Headquarters, and D and M, first Artillery.

Harker, Fort, Kas.; latitude 38 deg. 45 min., 50 sec., longitude 98 deg. 5 min.; Department of the Missouri. P. O. address, Fort Harker, Kas.; on the east bank of the Smoky Hill river, near the junction of the Santa Fe and Denver City Mail Stage road, thirty-five miles west of Saline, Kansas.

Garrison.—E and M, Seventh Cavalry, Headquarters and K, Fifth Infantry; H, Thirty-eighth Infantry.

Hatters, Fort, N. C.; Department of the South. P. O. address, Hatters Inlet, N. C.

Garrison.—Detachment of C, Fortieth Infantry.

Hays, Fort, Kas.; latitude 38 deg. 43 min., 30 sec., longitude 99 deg. 0 min., 30 sec.; Department of the Missouri. P. O. address, Fort Hays, Kas.; on Big creek, on the Smoky Hill route, seventy miles west of Fort Harker.

Garrison.—E and G, Thirty-eighth Infantry. I, Tenth Cavalry, and G and H, Fifth Infantry.

Harney, Camp, Oregon; P. O. address, Camp Harney, Oregon.

Garrison.—F, First Cavalry; C, Eighth Cavalry, and K, Twentieth Infantry.

Hudson, Fort, Texas; latitude 30 deg. 5 min., longitude 101 deg. 7 min.; about two hundred miles northwest of San Antonio.

Garrison.—D and G, Ninth Cavalry.

Hempstead, Texas; about latitude 30 deg. 5 min., longitude 96 deg. 32 min.; Department of the Gulf. P. O. address, Hempstead, Texas.

Garrison.—C and D, Seventeenth Infantry.

Holly Springs, Miss.; Department of Mississippi and Arkansas. P. O. address, Holly Springs, Marshall county, Miss.

Garrison.—C and G, Thirty-fourth Infantry.

Houston, Tex.; latitude 29 deg. 45 min., longitude 95 deg. 30 min.; Department of the Gulf. P. O. address, Houston, Texas.

Garrison.—C and D, Seventeenth Infantry.

Humboldt, Fort, Cal.; latitude 40 deg. 46 min., longitude 124 deg. 9 min.; Department of California. P. O. address, Bucksport, Cal.; at Bucksport California, on Humboldt bay.

Humboldt, Tenn.; Department of the Cumberland. P. O. address, Humboldt, Tenn.

Garrison.—B and G, Twenty-fifth Infantry.

Huntsville, Ala.; latitude 34 deg. 40 min., longitude 86 deg. 31 min.; Department of Georgia, Florida and Alabama. P. O. address, Huntsville, Alabama.

Garrison.—B and G, Thirty-third Infantry, and B, Fifteenth Infantry.

Independence, Camp, Cal.; latitude 36 deg. 55 min., longitude 118 deg. 10 min. (about); Department of California. P. O. address, Camp Independence, Cal. In Owens River valley.

Garrison.—D, First Cavalry, and B, Ninth Infantry.

Isabelle Point, Texas.

Garrison.—B, Forty-first Infantry.

Independence, Fort, Mass.; latitude 42 deg. 22 min., longitude 71 deg. 2 min.; Department of the East. P. O. address, Boston Mass.; on Castle Island, south side of inner harbor of Boston.

Garrison.—F, Third Artillery.

Indiana, Tex.; about latitude 28 deg. 25 min., longitude 96 deg. 15 min.; Department of the Gulf. P. O. address, Indiana, Tex.

Garrison.—B, Thirty-fifth Infantry.

Inge, Fort, Texas; latitude 29 deg. 10 min., longitude 99 deg. 47 min.; Department of the Gulf. P. O. address, Fort Inge, Texas; near the Leona river, in Uvalde county, eighty-five miles a little south of west of San Antonio.

Garrison.—K, Fourth Cavalry.

Jackson Barracks, La.; latitude 29 deg. 57 min., longitude 90 deg.; Department of the Gulf. P. O. address, New Orleans, La.; at New Orleans, Louisiana.

Garrison.—K, First Artillery; Headquarters, and E, F, I, and K, First Infantry.

Jackson, Fort, La. latitude 29 deg. 20 min., longitude 89 deg. 71 min.; Department of the Gulf. P. O. address, New Orleans, La.; on the west bank of the Mississippi river, seventy miles below New Orleans.

Garrison.—D and F, Thirty-ninth Infantry.

Jackson, Miss.; latitude 32 deg. 23 min., longitude 90 deg. 8 min.; Department of Mississippi and Arkansas. P. O. address, Jackson, Miss.</p

Garrison.—C, Seventh Cavalry; G and I, Third Infantry, and A Fifth Infantry.

Mackinac, Fort, Mich.; latitude 45 deg. 51 min., longitude 85 deg. 5 min.; Department of the Lakes. P. O. address, Fort Mackinac; on Michilimackinac Island, in the straits connecting Lakes Michigan and Huron.

Garrison.—B, Forty-third Infantry.

Macomb, Fort, La.; latitude 30 deg. 5 min. 15 sec., longitude 80 deg. 51 min. 15 sec.; Department of the Gulf. P. O. address, Fort Macomb, La.; on the west side of Pass Chef-Menteur, on the southern boundary of the Island of Petites Coquilles.

Macon, Ga.; latitude 32 deg. 48 min., longitude 83 deg. 43 min.; Department of Georgia, Florida and Alabama. P. O. address, Macon, Ga.

Garrison.—A, B and E, Sixteenth Infantry.

Macon, Fort, N. C.; latitude 34 deg. 41 min., longitude 76 deg. 40 min.; Department of the South. P. O. address, Fort Macon, N. C.; on Bogue Island, in Beaufort Harbor.

Garrison.—B and I, Fortieth Infantry.

Madison, Ark.; Department of Mississippi and Arkansas. P. O. address, Madison, Ark.

Garrison.—C, Nineteenth Infantry.

Madison Barracks, N. Y.; latitude 43 deg. 50 min., longitude 77 deg. 55 min.; Department of the East. P. O. address, Sackett's Harbor, N. Y.; at Sackett's Harbor.

Garrison.—Headquarters F, G and I, Forty-second Infantry.

Marcy, Fort, N. M.; latitude 35 deg. 41 min., longitude 106 deg. 2 min.; Department of the Missouri. P. O. address, Santa Fe, N. M.; at Santa Fe, N. M.

Marrion, Fort, Fla.; latitude 29 deg. 48 min., longitude 81 deg. 35 min.; Department of Georgia, Florida and Alabama. P. O. address, St. Augustine, Fla.; at St. Augustine, Fla.

Garrison.—Headquarters, and A, D and H, Seventh Infantry.

Marshall, Tex.; Department of the Gulf. P. O. address, Marshall, Tex.

Garrison.—C, Twentieth Infantry.

Marion, Post, of Va.

Garrison.—E Twenty-ninth Infantry.

Mason, Fort, Tex.; latitude 30 deg. 50 min., longitude 99 deg. 10 min.; Department of the Gulf. P. O. address, via San Antonio, Tex.; on the Llano river, 110 miles northwest of San Antonio.

Garrison.—F, Fourth Cavalry.

McClary, Fort, Maine; Department of the East. P. O. address, Portsmouth, N. H.; on Kittery Point, in Portsmouth Harbor, opposite Fort Constitution, N. H.

McDermitt, Camp, Nev.; latitude 41 deg. 55 min., longitude 118 deg.; Department of California. P. O. address, via Fort Churchill, Nev.; about one hundred and twenty miles northwest of Star City.

Garrison.—L and M, First Cavalry.

McDowell, Camp, A. T.; latitude 33 deg. 48 min., longitude 111 deg. (about); Department of California. P. O. address, Camp McDowell, A. T.; fifty-two miles north of Maricopa wells.

Garrison.—E, First Cavalry, and D, Fourteenth Infantry.

McGarry, Camp, Nev.; latitude 41 deg. 50 min., longitude about 119 deg.; Department of California. P. O. address, via Fort Churchill, Nev.; near Summit lake.

Garrison.—B, First Cavalry.

McHenry, Fort, Md.; latitude 39 deg. 17 min., longitude 76 deg. 36 min.; Department of Washington. P. O. address, Baltimore, Md.; on a peninsula bounded on one side by the Patapsco river, on the other side by the harbor of Baltimore, about three miles distant from Baltimore, in a southerly direction.

Garrison.—Headquarters and C, D, E and H, Fourth Artillery.

McIntosh, Fort, Tex.; latitude 27 deg. 30 min., longitude 99 deg. 20 min.; Department of the Gulf. P. O. address, Loredo, Tex.; on the Rio del Norte, at Loredo, Tex.

Garrison.—B, Forty-first Infantry.

McPherson, Camp, A. T.; latitude 34 deg. 30 min., longitude 112 deg. 45 min.; Department of California. P. O. address, Prescott, A. T.; in Skunk valley, on the road from La Paz to Prescott.

Garrison.—H and I, Fourteenth Infantry.

McPherson, Fort, Neb.; latitude 40 deg. 35 min., longitude 99 deg. (about); Department of the Platte. P. O. address, via Fort Kearny, Neb.; on the south side Platte river, ninety-five miles west of Fort Kearny, two miles west of Cottonwood springs.

Garrison.—C, Third Artillery, and Headquarters, and B, C and L, Second Cavalry.

Memphis, Tenn.; Department of the Cumberland. P. O. address, Memphis, Tenn.

Garrison.—Headquarters and B and K, Twenty-fifth Infantry.

Mifflin, Fort, Pa.; latitude 39 deg. 53 min., longitude 75 deg. 13 min.; Department of the East. P. O. address, Philadelphia Pa.; on Mud Island, near the right bank of the Delaware river, seven miles below Philadelphia.

Miller, Fort, Mass.; Department of the East. P. O. address, Marblehead, Mass.

(To be continued.)

LETTERS IN THE NEW YORK POST OFFICE.

The following is a list of letters remaining in the New York Post office on the given dates. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

ARMY.

FEBRUARY 8TH.

Counselman, Brevet Lieutenant-Colonel J. H. James, lieutenant First U. S. Artillery.

Van Vort, Jas. H., Lieutenant.

Horace, Captain, acting quartermaster.

Lovell, C. S., Major.

FEBRUARY 12TH.

Butler, J. H., Brevet Major Forty-second Infantry.

Freedley, H. W., Lieutenant-Colonel Third Infantry.

Leese, J. G., Lieutenant, late Seventieth Regiment N. Y. Volunteers.

Walsh, Edmund, late Company H, First U. S. Artillery.

Fox, Wm., Company B, First U. S. Artillery.

Palmer, Geo. W., General.

Sykes, Brevet Major-General Geo. Lieutenant-colonel Fifth Infantry.

Slater, Geo., Lieutenant, late One hundred and sixty-first N. Y. Volunteers.

Wilson, J. E., First Lieutenant Second U. S. Artillery.

LETTERS have been received at this office for Lieutenant John Wilson, Signal Corps, Colonel H. W. Freedley, Brevet Captain J. J. S. Hassler, Fourth U. S. Infantry, Brevet Brigadier-General C. L. Kilburn, Captain J. E. Thorndike.

ANSWERS TO CORRESPONDENTS.

J. C. C.—According to the decisions of Judge-Advocate-General Holt, escaping from confinement while under sentence of a military court does not constitute the crime of desertion, on the ground that an escape from degrading punishment cannot be regarded as an abandonment of the military service, which is a *status of honor*. But it is otherwise held in case of an escape from an arrest preliminary to trial, or while the accused is awaiting the result of the proceedings of the court. For, however close the arrest may be, the soldier is not thereby disconnected with the military service, and may at any moment be restored to an honorable *status* therein. If he escapes, therefore, from the confinement of his arrest with the intention of abandoning the service he is a deserter.

C. V. and S.—The grade of lieutenant-general was created in 1798 for Washington, who held it only a year, and the office was discontinued upon his death. In 1855 Major-General Winfield Scott was made Lieutenant-general by brevet. Grant was made a Lieutenant-general March 2, 1864, and was therefore the second officer to hold the position. Grant was made a full general July 25, 1866, and holds this position for life.

Baer.—There is now no law prohibiting the granting of brevets in the Army.

J. M. H., NINTH REGIMENT.—In dressing to the right both ranks turn their heads in that direction and keep them so turned until the command front is given.

THE NATIONAL GUARD.

SEVENTH REGIMENT BAND CONCERT.—The fourth and last of the present series of concerts by the Seventh regiment band took place at the armory on last Saturday evening. It would not be fair to Grafulla to say that his concerts, like pleasures, "brighten as they take their flight," nor do they, like the sibylline leaves, increase in value as they decrease in number, but it is certain that the third and fourth concerts were given to much larger audiences than the first and second. It may be that the weather has latterly been more favorable, or it may be any one of ten thousand reasons, which we shall not now stop to give. However, the fact remains that the concerts have been given and that those who did not attend have lost several musical treats.

The programme last Saturday was a very good one, including selections from operas of "Tancredi," "L'Africaine," "Zampa," "Semiramide," and the "Duchess." The overture to "Zampa" was the gem of the evening, although the quickstep from the "Duchess," and the galop, "Champagne Charlie," received encore. The grand promenade concert to be given at the Academy, under the patronage of the active members and veteran corps of the Seventh is engrossing much of their attention, and the committee are all but run down with applications for tickets. Such applications at present are useless, as no tickets are to be sold to outsiders until the regiment has been supplied, the object being to make the concert, as far as possible, a regimental affair.

FOURTH BRIGADE.—General Aspinwall has issued the following order: Brigade headquarters are hereby established in the armory of the Twenty-second regiment infantry, National Guard, on Fourteenth street, near Sixth avenue, where all business connected with the command will be transacted. The assistant adjutant-general, and other officers of the brigade staff, will be in attendance, at brigade headquarters, on Thursday evening of each week, from 8 o'clock p. m., to 10 o'clock p. m.; and all verbal communications will be made at these times. Regimental adjutants will report in person at brigade headquarters on the first Thursday in each month, between the hours above mentioned. Written communications will be addressed to No. 54 South street, as heretofore. Regimental commanders will not fail to send copies of all orders issued by them to these headquarters. A regimental drill will be ordered in each regiment of this command, to take place during the month of March, at which the commanding general will be present, for the purpose of observation.

TWELFTH REGIMENT.—Battalion drills are ordered in this command as follows: Companies C, D, F, H and I will assemble in fatigue uniform, with leggins, at the State Arsenal, corner of Seventh avenue and Thirty-fifth street, on Monday evening, February 24th. Major A. B. Howe will act as instructor. Companies A, B, E, G and K will assemble as above, on Thursday evening, February 27th. Lieutenant-Colonel Knox McAfee will act as instructor. Line on each occasion will be formed at 8 o'clock p. m. First sergeants' call at 7:45 o'clock p. m. Non-commissioned staff, and field music of the respective companies, will report to the adjutant at first sergeants' call.

The attention of commandants of companies is called to the circular from brigade headquarters dated 28th January, 1868, requiring compliance with paragraphs Nos. 469, 470, 711, 713, 771, 775, and 777 of the general regulations. Paragraph 711 "directs the commandants of each regiment and company to see that there is kept in the armory of his regiment or company, affixed in a conspicuous position, a correct written statement of all the arms, equipments and property of the State, which have been issued to the regiment or company." Commandants of companies are directed to comply at once with this order.

This regiment will give a promenade concert at Irving Hall on Saturday evening, the 22d instant.

TOOP F, FIRST CAVALRY.—The annual ball of Troop F, First regiment Cavalry, under the present command of Captain Fitzsimmons, but formerly under command of Captain (now major) Madden, of this regiment, was given on Friday evening of last week. Captain Fitzsimmons has done a great deal toward bringing this company up to its present standard, and deserves great praise for his zeal. The ball, which took place at the New York Assembly Rooms, was well attended, and was a most decided success. The First Cavalry turned out in great numbers on the occasion, and other regiments were also well represented. The following are a few of the most prominent guests: Colonel Brinker, Lieutenant-Colonel Beattie, Majors Schultz, Madden and O'Shaughnessy, Captains Fischer, Wehmann, Landwher, Winter, Brennan and Veihale, Lieutenants Clauson, Meyer, Draddy and Abel; also Quartermaster Körner and others. The music was furnished by Cornell's full band. The music supper and other accessories were of the best, and therefore every thing passed off in the pleasantest manner.

BALLS TO COME OFF.—The Fourth regiment Drum Corps Association intend giving their first annual invitation soiree at their armory, No. 596 Broadway, on Wednesday evening, February 19, 1868, when Drum-major John E. Burk will give an exhibition of his zouave lightning drill at eleven o'clock.

The annual Ball of the Seventy-ninth regiment (Highlanders) will take place at Irving Hall on Friday evening, February 21st.

The first annual invitation ball of the Second regiment Drum Corps, M. Cregan, drum-major, takes place at the regimental armory, Seventh street, corner Hall place, February 25th.

SECOND COMPANY, SEVENTH REGIMENT.—The closing dinner of the Exempt Association of the Second Company, Seventh Regiment, was held last evening at Delmonico's, Fourteenth street. The company sat down in goodly numbers at nine o'clock, and concluded their session at about midnight. Captain W. T. Farnham, the president of the association, occupied the head of the table, flanked by General Liebman and Colonel Clarke.

The utmost hilarity and good feeling prevailed, and it was resolved that, although the association as a distinct organization had ceased to exist, a standing committee should be appointed to provide an annual dinner of the past members of the Second Company for all time to come. The immediate cause of the dissolution of the association was simply that it might coalesce with the Regimental Association, as it was thought detrimental to that body that any company organization should exist. A desire for a paramount regimental feeling seemed to prevail, as we think it should do, and the existence of company associations is a drawback to such a purpose.

We hope that the good example set by an association of such strength and long standing as this, will not be without its effect to counteract the present injudicious tendency to company feeling, which manifests itself so strongly in many regiments of the division. We have heretofore adverted to these matters in our columns more

at length, and the importance of the subject induces us to allude to it again.

SIXTH REGIMENT.—An election will be held at the armory of this regiment on Wednesday evening, the 19th instant, to fill the offices which have become vacant by the resignations of Colonel Joel W. Mason and Lieutenant-Colonel Bernard Schwartz. Lieutenant-Colonel Albert Steinway of the Ninety-sixth is mentioned as a prominent candidate for the position of colonel, and a Lieutenant-Colonel Schwartz, formerly U. S. Volunteers, as the probable successor of his namesake.

COMPANY D, FIRST REGIMENT.—An election was held in Company D, First regiment (Hawkins Zouaves), at the armory, corner of Broadway and Fourth street, on Thursday evening, the 6th instant, Colonel Rush C. Hawkins presiding. Frank M. Clark, first sergeant, was elected first lieutenant, vice W. H. Wilcox, resigned. Lieutenant Clark was formerly first lieutenant in the Tenth New York Volunteers, and Company D has made a very good promotion.

SEVENTH REGIMENT CLUB.—The informal committee of the Seventh Regiment Club, appointed just after the last regular meeting of the veterans of the Seventh Regiment, had two meetings since at Colonel Clark's office. The present state of affairs is about as follows:

Colonel John Fowler, Jr., of General Shaler's staff, a member of the committee, and a member of several of the most prominent clubs of the city, was appointed a committee of one to prepare and submit a plan of organization which, if approved by the committee, should be presented to the Veteran Association for formal action.

From Colonel Fowler's well-known experience and ability in such matters, we have every reason to believe that the result of his labors will be acceptable, and that the project in hand will be very soon in a fair way to accomplishment.

COMPANY B, FIRST REGIMENT.—This company held their third annual ball on Thursday evening, the 6th instant, at Paul Falk's New York Casino, corner of Houston and Mott streets. The ball was not very largely attended, but was, nevertheless, a very sociable affair, and those who were present enjoyed themselves. Captain Rassiga, Lieutenant King, and Sergeant Hyatt and Folan were the committee who managed the ball, and did all in their power for the enjoyment of their guests. The music was furnished by the Eleventh regiment band. Among the officers present were Colonel Hawkins, Captain Marshal, of Company D, Captain Perley, of Company F, and Lieutenant Clark, of Company D. Everything passed off in a pleasant and successful manner.

BALLS OF THE WEEK.—Troop K, of the Third Cavalry, Captain J. Schut, commanding, gave a ball on the 12th inst., at Central Hall, Bowery. There were about four hundred people present, among whom were: Colonel Budke, Major Schmall, Captain Melishom, Lieutenants Hoops and Lauerson, Quartermaster Knohlhoff. Also, Colonel Brinker and Major Schultz, of the First Cavalry, and Captain Lausen, of the Fifth Infantry. The Regimental Band furnished excellent music for the occasion. The Committee of Arrangements, under First Lieutenant H. Schmall, were very attentive. Everything passed off in a pleasant manner, and the dancing was kept up until a late hour.

Company C, of the Second regiment, gave its Second Annual Ball on Wednesday evening, at the Regimental Armory. The room was decorated with flags and bunting and a gilt eagle was placed at the head of the room with good effect. The music was by O'Brien's band, and the committee, headed by Captain Wm. H. Irving and Sergeant John P. Wallwork, were very efficient and successful in their management. Among the guests were Captain McCusker, Adjutant Rich, Lieutenants Walker, Colline, Fowler, Mulligan and Coulter, of the Second, and Major Robie and Captain Hayes of the Twelfth. Also, Lieutenant Farrell, of the Eighty-fourth.

The Drum Corps of the Twelfth Regiment, Drum Major G. Strube, held their second annual *coterie* at the Regimental Headquarters, corner of Broadway and Fourth, on the same evening as the above. The room was very tastefully decorated, and the new band (Christy's) won the encomiums of all. Among the officers present, were Captains Inlay, Burns and Teets, and Lieutenant Healy. The entertainment was a very sociable affair, and the company present, although not large, had a good time.

PICTURES OF THE SEVENTH REGIMENT.—Mr. Thomas Nast is now at work upon a large oil painting, the subject of which is "The Departure of the Seventh Regiment for the War in April, 1861." The picture is somewhat larger than "Sherman's March through Georgia," by the same artist, and, from the sketches and studies of it we have, bids fair to surpass any of Mr. Nast's previous efforts. The scene of the picture is Broadway, opposite Ball & Black's, where, it will be remembered, Major Anderson stood to watch the regiment pass. Any person who witnessed the scene which took place when the men recognized the "hero of Fort Sumter," will never forget it, and we are glad that it is to be placed on canvas. After the completion of this picture, Mr. Nast is to make another one, which will probably be a scene of the regimental encampment in Maryland. Both of these pictures have been ordered by Lieutenant James Ingersons, of seventh company of the Seventh regiment of which the artist is also a member. On their completion, the pictures will hang in the seventh company room for some time for the inspection of the members of the regiment. We understand that steel engravings or large-size photographs of these pictures are to be taken for such of the members of the regiment as desire copies.

SECOND REGIMENT DRUM CORPS.—The annual invitation ball of the drum corps of the Second regiment will be given at the regimental armory, Seventh street, near Third avenue, on Tuesday evening, the 25th inst. Drum-Major Cregan and his drum corps get up nice affairs, and a large attendance of their friends is expected.

DRILL OF THE SEVENTY-FIRST REGIMENT.—A battalion drill of this regiment took place at the State Arsenal, in Seventh avenue, on Tuesday evening last. Lieutenant-Colonel Harry Rockafellar was in command. The regiment turned out about three hundred strong, and looked remarkably well. Line was formed at eight o'clock, and the drill began with the manual of arms, in which the regiment showed great proficiency. The battalion movements executed were as follows: Column of fours; column by company; single and double rank formations; column by division; the formation of close column by division to the left, and on the left; forming and reducing square; advance in line of battle; and the firing by file, rank, wing and battalion—the most noteworthy of these movements being the formation of single and double rank and the square. In the single-rank formation, when the command "fours left" was given, the distances had been so well preserved, that "dressing" was unnecessary, as was also the case in the double rank formations. The firing, though good, was not up to the standard of this regiment, whose firing at the last drill of the First brigade in Tompkins square was excellent. As the regiments will be exercised in the firings on

the 23d of February, we expect to see it do as well as it ever did. Altogether the battalion drill was a highly creditable one, alike to the officers and men.

The Committee of Arrangements having in charge the Pike's Opera House "Promenade and Reception" are sparing no pains or expense to make this affair the entertainment of the season. From appearances, it certainly will be a great success. Invitations will be sent to distinguished Army and Navy officers, to the generals and field officers of the First and Second divisions New York State Militia, to the heads of the various city departments, and also to the Boston Fusiliers. This will insure a brilliant array of distinguished persons. The programme, as far as determined on, will be pretty much as follows: Promenade from 8 to 10 P. M., and dancing from 10 to 1 A. M., or later. We wish the Seventy-first every success in their undertaking, and from the well-known energy and perseverance of the members composing the committee, it cannot fail to succeed. May we be there to see.

TWENTY-SECOND REGIMENT.—The wings of this regiment will assemble for battalion drill, at the armory in Fourteenth street, as follows: Right—Companies H, F, E and C on Friday, February 21st. Left—Companies A, B, D, G and I on Friday, February 28th. The assembly will be beaten at 8 o'clock and the adjutant's call at 8:15 o'clock P. M., on the evenings above specified. Company commanders will be held responsible for the prompt appearance of their companies on line at the last call.

The commanding officers of Companies A and H will detail one corporal, and of other companies one private each for guard. The details will report to their corporals, in the reading room, on their respective evenings at 8 o'clock.

All persons, except officers and ex-officers of the regiment and men in line, will be excluded from the drill-room and galleries on the above nights.

SEVENTY-FIRST REGIMENT.—Lieutenant-Colonel Harry Rockafellar, commanding this regiment, has issued the following order: In accordance with our time-honored custom, this regiment will celebrate the anniversary of the birth of the immortal Washington by a parade in the State Arsenal, Thirty-fifth street and Seventh avenue. The members of this regiment will assemble in the Arsenal on the evening of the 22d of February, at 7:15 o'clock, in full fatigue (white gloves). First sergeants' call at 7:45, at which time the non-commissioned staff and band will report to the adjutant, and the field and staff to the commandant.

Corporal John F. Kohnen has been appointed commissary sergeant, vice Turner promoted, warrant dated January 31, 1868.

First Sergeant F. C. McCloskey, Company C, having absented himself for several months without leave, is reduced to the ranks. Sergeant McCloskey has been a faithful member of this regiment, having served in all its glorious campaigns, it is therefore with regret the commandant is compelled to take this action, but his unaccountable absence requires it for the good of the service. Corporal Peter D. Braisted, Company C, is reduced to the ranks, his conduct rendering him unfit for any position. Commandants are reminded of the necessity of sending to headquarters a copy of each order issued by them.

Expulsions.—Edward Bloom, Company G, No. 101 Orchard street; Wm. H. Snedicor, Company G, No. 278 Spring street. Their names will be stricken from the rolls.

It is rumored that an armory has been secured for this regiment in Thirty-second street. We are sorry to learn that Colonel Parmelee has been compelled to resign on account of ill-health, and that Major Bell has also resigned on account of business engagements. Lieutenant-Colonel Rockafellar has been tendered the colonelcy, but has declined the promotion. Several prominent officers are spoken of as candidates for the command of this regiment. Captains Eunson and Walcott are the most prominent candidates for the majority. The affairs of the Seventy-first are looking up, and a new uniform, consisting of dark blue dress coat, trimmed with light blue cloth and gold braid; dress hat, with plume (white), and epaulets, has been adopted by a two-thirds vote of the regiment.

CAVALRY BRIGADE.—Brigadier-General Postle has issued the following order: It is a pleasant duty to the brigade commander to thank Adjutant Collyer, First regiment of Cavalry, for his devotion to, and great accuracy in, the performance of his duties. The headquarters books of the First regiment of Cavalry are models which officers will do well to pattern after. This order will be promulgated to the entire brigade.

The following special order has also been issued: The Army hat, of the pattern now at these headquarters, cavalry boots of enameled leather, and the cavalry cartouch belt will form a part of the uniform of the officers of the brigade staff. The cloak will be Glengary style, cut full (with a hood), reaching two inches below the bend of the knee; collar black velvet; hood lined with black silk. All cloaks must be of one color and pattern, and of cloth. The brigade inspector will make an inspection.

INDEPENDENCE GUARDS.—Company F of the Twelfth regiment Captain Milner Imlay commanding, which is known under the above name, will give their annual hop on Wednesday evening, the 28th inst., at the armory. The invitations are very neat.

FIFTH REGIMENT.—The twenty-first annual ball of this regiment will take place at the armory in Hester street on Wednesday evening the 26th inst. A fine time is expected, and all the good fellows will be on hand. Nobody who can get a ticket should fail to go.

REPORT OF THE ADJUTANT-GENERAL.

The following extracts from the report of Brigadier-General Selden E. Marvin, adjutant-general of the State of New York, contain much information which is both interesting and valuable for our National Guard readers.

BREECH-LOADING GUNS.

The application of the breech-loading principle to military small arms has marked a new era in the science of war. This great improvement, which threatens to revolutionize tactics and modify the principles of strategy, has been accepted with a promptitude and unanimity remarkable in view of military conservatism, and indicative of the unqualified appreciation of its merits.

Since the grand exhibition of the superiority of this improved arm on the field of Sadowa, by limiting to a single great battle the conflict between two powerful nations, there has been no question of its ultimate adoption by every great power. Already the several European governments have either adopted the new system or are making preparation for the conversion of old arms or the substitution of new ones. The Regular Army of the United States is being rapidly armed with guns converted into breech-loaders, and even the Canadian Militia are provided with the Snider Enfield rifle.

Appreciating the importance of these facts, a Board of Officers has been convened by special orders from these headquarters, and engaged during the past year in a series of examinations and practical tests, to determine the most efficient breech-loading arm for the use of the National Guard.

These examinations and tests have been as thorough and extended as possible, and the most valuable inventions for new arms yet devised have been exhibited to the Board, whose public sessions were

attended by the officers of several European governments, sent to this country to inspect and report upon breech-loading arms. The Board has also been engaged in a series of experiments to determine the most advisable system for a conversion of the muzzle-loading arms now owned by the State, and will soon make a report of its proceedings and decision.

In view of the importance of a speedy adoption of the new armament for the National Guard, it is earnestly recommended that a special appropriation be made for the conversion of ten thousand arms during the present year. In this connection, the necessity of a system of target practice may be properly presented. This exercise has been much neglected of late, and might be appropriately combined with encampment duty, and encouraged by the annual award of suitable prizes.

GENERAL REVIEW.

In a general review of what has preceded in reference to the importance of the sustentation of the military power, and the consideration which has been given to its history, its relations to society, its bearings upon the moral condition of the people, its intimate connection with Government, and the digest of other systems than our own, we are led to the conclusion that modern warfare is the offspring of science and civilization; that it has its rules and its principles, which it is necessary to thoroughly master before being worthy to command, and that it is wiser to profit by such lessons of history as are taught in the experience of the past, than to purchase experience by the blood of battle-fields. From the days of early Greece, which perfected all the arts, military education has been deemed indispensable for great success in arms.

One of the most important parts of government is its military establishment; it is a co-ordinate branch of the civil authority, and such has equally as strong claims upon the popular mind for recognition and support.

In the last exigency, when the civil authority shall have exhausted its resources, appeal must be made to the military. The truth of history has proven this, and has clearly demonstrated the benefits that Governments have derived from appeals of this character.

Washington said: "To be prepared for war is one of the most effective means of preserving peace." In the consideration of the necessity for a well-organized militia, it is also discovered that an important feature in its construction should be readiness. If not at all times thoroughly organized and ready it had better not exist. Discipline must be maintained to make such a body efficient when called into service. To secure such a result a small part of the population has only to give up an inconsiderable portion of its time in each year to the attention that the importance of the subject demands. The necessity of the militia in like New York is apparent even to the most casual observer; although it has a good and efficient police, there are times of popular excitement when the city must rely upon the presence of an armed force for the preservation of the public peace. The organized militia are particularly applicable for this duty; as citizens they are vitally interested in the preservation of order and suppression of crime and lawless violence; when their duty as soldiers is performed they return to the position of citizens. An organization is also important in every populous village and city, and the local authorities should foster such in every manner possible. The simple fact of a man being a member of the local militia makes him a better citizen. He familiarizes himself with the necessity of obedience and submission and feels the responsibility which rests upon him to at all times foster a spirit of acquiescence to the constituted lawful authorities. The militia, even in its very imperfect condition before the late war, was a school from which graduated many officers who reached prominent positions in the volunteer service. The education they gained from their crude teachings was the means of enabling them to take a prominent position in the army, and to bring into practice the self-culture of the soldier, acquired not alone in academies, but in a limited way in that greater school, the camp and the drill-room.

If our people would be inspired by the wise utterances of the great men of the past, there would be no hindrance to the establishment of a perfect system of military training. John Adams wished to have every man on the continent at some time a soldier, and compelled on occasions to bear arms. And General Sherman says: "Now is the appointed time, if ever, in our history, to place the militia of our country on a footing honorable and useful to the nation." Governor Seymour said in one of his messages, "Our State can only be made secure by arming, equipping, and drilling our militia. If this is not done it will be a criminal neglect of the best interests, honor and safety of the State."

The strength of the active militia should be such as to answer all the demands of the State in time of peace, and in such numbers as will constitute a nucleus in the hour of danger.

It should not be so large as to prevent the necessary support being given by the Legislature, nor so small as to prevent its services being of value in case of need. The importance of keeping alive the militia as a great peace establishment and as a nursery of strength in the hour of danger, should ever dignify the office of the citizen soldier, and infuse a true soldierly feeling into the organizations representing the same. The lessons that the late war taught us should never be forgotten, and should lead us to a more careful preparation for any future contingency. At the inauguration of the late rebellion we had but a handful of regulars and but an inefficient militia, however the National Guard of New York and Massachusetts saved the National Capital; and had the same rigid discipline been required in our military organization as is maintained by the Swiss, the rebellion would probably never have been inaugurated, and if so, would have been quenched in a very short time. This inefficiency of the military led to abortive attempts at conscription, high bounties, gross frauds, extravagant consumption of material and a general derangement of our financial system; whereas, if the organization had been more perfect, the great losses sustained by the country would have been in a great degree lessened, and the difficulties we are now contending with entirely avoided. It is to be hoped that never again will the people of this State relax into a condition of sleepiness, so far as its military status is concerned; but that such force will ever be maintained as the growing interests of the State demand, and while our own has at all times been in advance of other States, no good reason exists why the imperfections that are to be found in our system should not be corrected, and our militia placed upon a basis that will render it reliable and effective at all times, and whenever its services may be needed.

During the time that I have had the honor of holding my present office I have labored energetically and zealously to perfect the condition of the National Guard; I have, through your approval, introduced many reforms that ally the organization more closely to that of the Regular Army. The too frequent custom of an officer resigning upon being promoted to office, upon the most frivolous excuse, has been checked, and a system of accountability for the public property of the State established, from which important benefits have already been secured; no resignation is accepted unless accompanied by certificates of non-indebtedness from the property officers of the State military government.

The staff organizations have been made to conform to the Army of the United States; organizations which simply existed in name have been wiped out, and in general I have used such efforts to perfect the military in its discipline and efficiency as would reflect credit upon the same if called into the service of the State, or of the United States.

A board for the examination of officers has been in session during the year, and the recommendations which have succeeded its examinations have met with approval, and its influence has been productive of much good. The members of the Board deserve special thanks for the fairness and impartiality which have marked their examinations. The same commission will be continued through the present year. A commission has also been appointed to revise the present general regulations of the State. It is composed of able and experienced officers, and I have no doubt but that the result of their labor will do much toward elevating the condition of the National Guard.

It has been my aim and desire prompted by the deep interest I know you feel in the success of the military arm of the State government to so far as seemed practicable, making it to conform in its various departments to the organization of a standing army; I believe this to be absolutely necessary for its usefulness as a self-reliant power and also to infuse in it a spirit of discipline that will give it a feeling of reliability and security whenever it should be called into service.

I would respectfully recommend to the Legislature, for reasons heretofore given, first, that the maximum force of the National Guard be reduced to twenty-five or thirty thousand; second, that special appropriations be made for taking an enrollment of the reserve Militia; for the alteration of a limited number of the arms now in use by the National Guard; for making copies of the muster rolls of the volunteer department. With these appropriations, reasonable in amount, in addition to the regular sum yearly appropriated, the National Guard will be placed in a condition that hereafter, in my judgment, will render it self-supporting.

I cannot close this report without a public acknowledgment of your continued confidence and esteem, and the success I have met

with in the discharge of the duties of the department, I feel to share with those who have labored energetically and faithfully in the discharge of the varied duties committed to their care and disposition.

To Colonel J. B. Stonehouse, assistant adjutant-general; Lieutenant-Colonel Charles W. Bently, late acting assistant adjutant-general; Major Alfred H. Taylor, chief clerk, and the other attaches of the department, I give this public expression of my thanks for the manner they have discharged the obligations intrusted to them.

The tables and statements that will be submitted with this report will furnish a full history of the National Guard, and of such matters connected with the volunteer department as claim special attention. The history of every volunteer officer will be found to be a valuable record, and constitute a work that will dignify every library, and be valuable in every household.

CHANGES IN THE NATIONAL GUARD, S. N. Y.

GENERAL HEADQUARTERS, STATE OF NEW YORK, {
ADJUTANT-GENERAL'S OFFICE, ALBANY, Feb. 10, 1868. {
The following-named officers have been commissioned by the Commander-in-Chief in the National Guard, S. N. Y., during the week ending February 8th:

SIXTH DIVISION.

Andrew J. Smith, assistant adjutant-general, with rank from May 25, 1867, vice S. A. Estes, resigned.
Stephen A. Estes, engineer, with rank from May 25, 1867. Original vacancy.

EIGHTEENTH BRIGADE.

N. Curtis Marvin, judge-advocate, with rank from August 24, 1867, vice E. D. Wagner, declined.

SEVENTH REGIMENT OF INFANTRY.

Edward B. Dalton, surgeon, with rank from January 9, 1868, vice John C. Dalton, resigned.

ELEVENTH REGIMENT OF INFANTRY.

Charles L. Halberstadt, captain, with rank from January 6, 1868, vice J. Bookell, promoted.

Martin Stenzel, captain, with rank from January 3, 1868, vice Edward Schatt, resigned.

Charles Borth, captain, with rank from December 27, 1867, vice Martin Beritz, resigned.

Philip Fisher, first lieutenant, with rank from December 27, 1867, vice Charles Borth, promoted.

Henry Ring, first lieutenant, with rank from January 3, 1868, vice Martin Stenzel, promoted.

Dominicus Vittur, first lieutenant, with rank from December 20, 1867, vice Henry Rommel, promoted.

Daya Andreas, second lieutenant, with rank from December 20, 1867, vice Dominicus Vittur, promoted.

TWENTY-SECOND REGIMENT OF INFANTRY.

Thomas H. Cullen, captain, with rank from December 20, 1867, vice John T. Camp, transferred to Company E.

TWENTY-FOURTH REGIMENT OF INFANTRY.

John Duke, captain, with rank from January 16, 1868, vice Timothy McAuliffe, resigned.

Daniel Sweeny, first lieutenant, with rank from January 15, 1868, vice John Duke, promoted.

Thomas Galvin, second lieutenant, with rank from January 15, 1868, vice Daniel Sweeny, promoted.

THIRTIETH REGIMENT OF INFANTRY.

Theodore C. Wallace, surgeon, with rank from August 3, 1867, vice Charles H. Allen, superseded.

THIRTY-SIXTH REGIMENT OF INFANTRY—REORGANIZING.

William T. Ryther, commissary of subsistence, with rank from January 25, 1868. Original vacancy.

William P. Groat, first lieutenant, with rank from January 18, 1868. Original vacancy.

Robert M. Filson, first lieutenant, with rank from January 18, 1868. Original vacancy.

Martin H. Westcott, second lieutenant, with rank from January 18, 1868. Original vacancy.

George Swind, second lieutenant, with rank from January 18, 1868. Original vacancy.

FORTY-FIRST REGIMENT OF INFANTRY.

Peter Weidman, captain, with rank from September 12, 1867, vice Captain Levi Bartle, resigned.

Frank G. Bolts, first lieutenant, with rank from September 12, 1867, vice Peter Weidman, promoted.

FORTY-FOURTH REGIMENT OF INFANTRY.

Theodore F. McDonald, captain, with rank from January 17, 1868, vice Roker Brown, promoted to lieutenant-colonel.

Joseph W. Williams, captain, with rank from January 17, 1868, vice John P. Worthing, promoted major.

Charles H. Perry, captain, with rank from January 30, 1868. Original vacancy.

George H. Waite, first lieutenant, with rank from January 30, 1868. Original vacancy.

Russel P. Merriam, first lieutenant, with rank from January 17, 1868, vice J. W. Williams, promoted.

Charles A. Bogardus, first lieutenant, with rank from January 17, 1868, vice Theodore McDonald, promoted.

James M. Bullis, second lieutenant, with rank from January 17, 1868, vice Russel P. Merriam, promoted.

Alonzo A. Dodge, second lieutenant, with rank from January 30, 1868. Original vacancy.

FORTY-SEVENTH REGIMENT OF INFANTRY.

David E. Austin, lieutenant-colonel, with rank from January 25, 1868, vice H. W. Banks, resigned.

Albert H. Rogers, major, with rank from January 25, 1868, vice D. Austin, promoted.

SIXTY-NINTH REGIMENT OF INFANTRY.

James Cavanagh, colonel, with rank from November 29, 1867, vice M. T. McMahon, appointed inspector first division.

SEVENTY-NINTH REGIMENT OF INFANTRY.

Samuel T. E. Beck, surgeon, with rank from December 1, 1867, vice A. McLetchie, deceased.

James R. C. Walker, assistant surgeon, with rank from December 1, 1867, vice John Watson, superseded.

NINETY-SECOND REGIMENT OF INFANTRY.

James F. Smith, first lieutenant, with rank from January 25, 1868, vice E. J. Davis, resigned.

Charles W. White, second lieutenant, with rank from January 25, 1868, vice James F. Smith, promoted.

ONE HUNDRED AND NINTH REGIMENT OF INFANTRY.

William H. Tator, captain, with rank from November 20, 1867, vice A. F. Kent, removed from regimental district.

FIRST REGIMENT OF ARTILLERY.

A. Clark Corson, assistant surgeon, with rank from December 3, 1867, vice H. M. Brush, promoted.

RESIGNATIONS.

The following resignations of officers in the National Guard, S. N. Y., have been accepted by the Commander-in-Chief during the week ending February 8th:

NINETY-SECOND REGIMENT OF INFANTRY.

Captain James F. Swan, February 7th.

MASSACHUSETTS.

SECOND LIGHT BATTERY, BOSTON.—This corps will give their second grand *bal masque* on Friday evening, February 28th, at the armory on Plympton street, corner of Harrison avenue. The first ball was a success. The second promises to be a brilliant success.

SCHOULER GUARDS.—General Wm. Schouler, formerly adjutant-general of Massachusetts, has presented to the Schouler Guards, a colored company of New Bedford, a handsome silver medal, which is to be drilled for twice a year, the best drilled man to wear it in a parade until the succeeding contest for it. It is appropriately inscribed, and bears the motto "Equal Rights to all Men."

NEW YORK LIFE INSURANCE COMPANY.—The twenty-third annual statement of this institution appears in another column. It is a most gratifying exhibit. It shows that the Company has received during the year over \$3,500,000 for premiums and interest, and added more than \$2,000,000 to its assets, making them now foot the magnificent sum of \$9,000,000. It has distributed nearly \$600,000 among the widows and orphans of its policy-holders, and still has remaining \$1,642,425 49 to be divided among its members in dividends. Such figures speak volumes for the enterprise and stability of this old and very popular institution. No safer or better managed Life Company exists in this or any other country.

PRIZES of \$50 each have been awarded to one-armed Union soldiers for the best penmanship with the left hand, by Wm. Oland Bourne, editor of the *Soldiers' Friend*, and others, as follows: The Grant Prize—B. D. Palmer, 9th Kansas Cavalry, Lawrence, Kansas. The Farragut Prize—Capt. Seldon C. Colbridge, 115th New York Infantry, Albany, N. Y. The Sherman Prize—Caleb B. Fisher, 143d Pennsylvania Infantry, Aurora, Illinois. The Sheridan Prize—Morgan Baumgardner, 9th Iowa Infantry, Mechanicville, Iowa. The Howard Prize—George S. La Rue, 6th Ohio Infantry, Cincinnati, Ohio. The Meade Prize—Captain Francis X. Burger, 4th Pennsylvania Infantry, New York City. The Hancock Prize—J. Q. Crowley, 13th Massachusetts Infantry, Washington, D. C. The Geary Prize—Captain John M. Thompson, 49th Pennsylvania Infantry, Perryville, Pa. The Hooker Prize—Chas. R. Post, 172d New York Infantry, New York City. The Logan Prize—Lieutenant J. K. Byers, 121st Pennsylvania Infantry, Sackett's Harbor, New York.

The New York Times says:

The British Mediterranean fleet is seriously said to be infected with a new and strange heresy. It is not stated who was the original heresiarch, but the members of the sect call themselves "Germanites," won't attend service, declare that they won't fight, and say they are actuated by "the love of the Lord and of liberty." We are not told how far the Admiral and Captains regard these tenets, especially the "non-fighting" principle, as consistent with the duties of a sailor. Their refusal to attend service may, perhaps, be treated by a revival of the method of securing orthodoxy prescribed in the case of "Old Daddy Longlegs"—they might be taken by the right and left legs alternately, and then thrown down the companion. As for the "non-fighting" idea, we fancy that if tied up in the rigging during an engagement, they would soon enough be glad to come down and take a share in the business. The whole story sounds like an absurd hoax, but it has been widely circulated and commented upon in the English papers.

A PAPER BOAT.—Walter Brown, of Portland, the *Argus* says, has brought home a new paper boat of the Water's patent, from a model of his own. The boat is 31 1/2 feet long, 12 inches wide and weighs but 22 pounds. The lightest wooden boat ever built of similar dimensions weighed 41 pounds. The most singular part of the matter is that the boat is more than four times stronger than one of wood. All of it, save where the sculler sits, is gas tight, so that in the event of a race sufficient gas may be taken into it to reduce its weight to eight pounds. The displacement of water by such a craft will be very much less than that of a wooden boat, and the same exertion will propel it proportionately faster. Its strength is also a great advantage.

WARRANTS issued by the Treasury Department during the month of January last to meet the requirements of the Government, amounted in the round numbers of the following sums: Civil, miscellaneous, and foreign intercourse 4,687,100; interest on the public debt \$29,817,200; War Department, \$5,397,400; Navy Department, \$2,331,400; interior pensions and Indians, \$565,700; total, \$42,799,800. The warrants issued for the reduction of the public debt are not included in the above.

DIED.

KENSEL.—At West Point, N. Y., on Monday, February 3d, FANNIE DAVIS, infant child of Carrie and Colonel Geo. A. Kensi, Fifth U. S. Artillery.

ADAMS.—At Philadelphia, on the afternoon of the 6th inst., EMMA RIPKA ADAMS, youngest daughter of the late Joseph Ripka, and wife of Commander H. A. Adams, Jr., U. S. Navy.

LOWRY.—At New London, Conn., on the 7th inst., MILTON PASSMORE, infant son of Commander R. B. Lowry, U. S. Navy.

A NEW PHASE IN LIFE INSURANCE.

ITS ADAPTION TO OFFICERS OF THE ARMY AND NAVY.

The subject of Life Insurance, now beginning to seriously engross the attention of all classes of the community, seems to have created, of late, an intense interest among prominent officers of our Army and Navy, which is as it should be, for to them it has been a difficult problem—"How is the future of those near and dear to us to be safely provided for?" The greatly increased cost of all the necessities of life, including rent, travelling expenses, etc., render it almost impossible for an officer of our Army or Navy to support his family, even in comfort, and have one dollar to lay aside for the future, or the contingency of death. Even the boon of life insurance has been denied them by the niggardly policy of the old companies in charging exorbitant and extra rates. Indeed, with a sense of this great want, and the seeming injustice of the extra charge to our naval officers,

ECONOMICAL MUTUAL LIFE INSURANCE CO.

OF PROVIDENCE, RHODE ISLAND, caused an examination of the most searching character to be made in relation to the comparative mortality existing between officers of our Army and Navy in times of peace, and citizen landmen. The result has proved, at least, as high a standard of longevity applying to officers as to citizens at large, and have, therefore, decided to place their rates of insurance on the same footing to all. Hundreds of our leading officers, both in the Army and Navy have already testified their approbation by taking out policies, and for this act of justice, together with the high standard of excellence in all that pertains to Life Insurance, the ECONOMICAL claims the patronage and support of all. The tables of insurance offered by this Company possess attractions and a solid benedictive result unequalled by any other organization.

By its Endowment form of Assurance, any officer, however small his pay, may yet be able to securely provide for his own old age, at the same time making a safe provision for those most dear to him. Who is there that cannot afford to lay aside from his monthly pay ten, twelve or fifteen dollars, which, on the Endowment plan, secures to him a competency for his old age, or, in the event of his death, a home for his family! Many will ask themselves, "Why have I not thought of this before?" Simply because it has not been properly explained to you. Thousands who have passed the subject by with careless indifference would seize with avidity the opportunity offered them could they but thoroughly understand its safe and wise provisions.

The ECONOMICAL MUTUAL LIFE INSURANCE CO. have their office in this city at No. 10 WALL ST., where all information, together with tables of rates, will be provided, on application, either in person or by mail.

With the large share of public patronage already bestowed upon it, its just course in relation to our Army and Navy, together with such representative men at the head of its Board of Directors as General Ambrose E. Burnside, Wm. Sprague, Esq., and others, it bids fair to supersede all of its predecessors, whatever may have been their success.

The officers of the Company in this city are:

A. W. SHUFELDT, General Agent, No. 10 Wall St. THOS. PICKERING, late of U. S. N., Special Agent. W. T. O'KIE, M. D., late of Regular Army, Medical Examiner.

NINTH ANNUAL BALL

Seventy-ninth Regiment (Highlanders),

N. G., S. N. Y.,
IRVING HALL,
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A Spring and Hair Mattress and Palliassae combined.
HAIR MATTRESSES MADE OVER IN THIS STYLE.

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ARMY AND NAVY JOURNAL.

WATC HES. OXYGENIZED AIR;

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B. W. GIBBS,	J. V. BROKAW,
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II. A CORNER STONE. By Clarence Cook.

III. GENERAL WASHINGTON'S NEGRO SERVANT. By Mark Twain.

IV. POPULAR SONGS. By George Wakeman.

V. SOME OF OUR ACTORS.

VI. THE SNOW. By May Mather. (With an

Illustration by W. J. Hennessy.)

VII. A DINNER. By Pierre Blot.

VIII. REMINISCENCES OF DR. WAYLAND. By William L. Stone.

IX. A CASE OF MISTAKEN IDENTITY. By Edward Gould Buffum.

X. BRITISH MARRIAGE LAW AND PRACTICE. By Hon. Mrs. Theresa Yelverton.

XI. STEVEN LAWRENCE, YEOMAN. By Mrs. Edwards.

XII. WORDS AND THEIR USES. By Richard Grant White.

XIII. MODERN FRENCH CLUBS. By George M. Towle.

XIV. NEBULE. By the EDITOR.

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Why entertain this loathsome disease when relief can be obtained? We meet those every day who are suffering from Catarrh to such an extent, that the Air Passages in the head are in a partly decomposed condition—the nose and throat filled with such a mass of corrupt matter that they are objects of disgust to themselves, and of pity to those with whom they associate.

Chronic Catarrh usually affects the head, fauces and bronchial tubes. It is invariably caused by humoral or inflammatory blood, by which the mucous membrane is made sore or inflamed, producing a copious effusion of viscid matter. If it be produced by Scrofula in the blood it is almost certain to end in Consumption, unless speedily cured, because it is impossible to entirely prevent the matter from running down the Bronchial into the air vesicles, an such is the exorbiating, or scalding property of the matter, its contact with the delicate linings of the air-cells at once causes irritation, and invites the humoral properties of the blood to deposit therein Tubercles and Ulcers.

Catarrh almost always attends Consumption, and frequently leads to it.

In Oxygenized Air we have a positive cure for this disease. The remedy is taken by inhalation—breathed directly into the lungs, and through them carried into the blood; thus as soon as the blood will carry it, it reaches all parts of the system, decomposing the impure matter in the blood and expelling it through the pores, and through the natural channels from the system. Thus you will see that the cause of the disease is removed, and the disease itself must follow.

In this same manner we treat and radically cure Bronchitis and Consumption. Let no one suffering from these diseases despair of relief. If you are too far away to visit our office and see us personally, write a description of your symptoms, and forward to the address below.

Send for our circular, which gives a full description of these diseases.

Out of the many thousands of testimonials received we publish the following:

Dr. C. L. Blood,

Dear Sir: I desire to give you my testimony in regard to the value of your scientific system of treating catarrh and diseases of the Respiratory organs. I have used your remedy, "Oxygenized Air," in my practice for the last year with complete success. I have cured the worst forms of Catarrh, and a majority of the cases of Bronchitis and Consumption in their advanced stages. I unqualifiedly pronounce "Oxygenized Air" the greatest boon ever yet conferred upon our suffering race, and hope the day is not far distant when every intelligent physician will adopt your system in the treatment of all forms of chronic affections.

Fraternally yours,

L. M. LEE, M. D.

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Dr. C. L. Blood,

My Dear Sir: I have tested your remedy, "Oxygenized Air" in advance stages of Catarrh, Bronchitis and Consumption, and the results have been, in the highest sense, satisfactory; so positive am I of its wonderful power to arrest the progress of the above-named diseases that I can conscientiously advise all who may be suffering from them to place themselves under the treatment at once.

Respectfully yours,

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FEBRUARY 15, 1868.

ARMY AND NAVY JOURNAL.

419

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THE CAMPAIGNS

OF
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BY GENERAL JORDAN.

This new contribution to the annals of the Great
Rebellion has been prepared with a careful regard to
circumstantial truth, and a patient, exhaustive re-
search that cannot fail to command it to all lovers of
exact history. In addition to the author's individ-
ual knowledge of much therein recorded, almost every
page has been written under the eye of General For-
rest, whose great interest in the correctness of the
relation has enriched the undertaking with all in his
possession in the way of personal reminiscence, cam-
paign documents, and other data. An important
feature of the volume is the chapter concerning the
Fort Pillow episode, which will be found to be a con-
clusive refutation of the "massacre" libel, that, born
of the impotent spite of those who were recreant on
the field, has been nourished and perpetuated into a
bastard maturity, for the purpose of party, by the
hands and breath of politicians. Assiduous inquisition
of documents, earnest and truth-seeking confer-
ences with officers and men engaged in the fight, and
personal visits to the scene itself, have empowered
the author to vindicate the truth of history, and to
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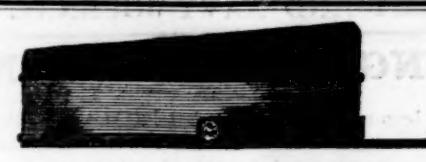
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NEW YORK

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JANUARY 1, 1868.

Amount of Net Cash Assets, January 1, 1867.....	\$ 6,727,816 65
Amount of Premiums received during 1867.....	\$ 3,104,051 34
Amount of Interest received and accrued, including Premium on Gold, etc.....	487,339 94-3,591,391 28
	\$ 10,319,207 93

DISBURSEMENTS.

Paid Losses by Death.....	\$ 561,921 45
Paid for Redemption of Dividends, Annuities, and surrendered and cancelled Policies.....	485,851 36
Paid Salaries, Printing, Office and Law Expenses.....	98,032 55
Paid Commissions and Agency Expenses.....	333,207 43
Paid Advertising and Physicians' Fees.....	46,577 87
Paid Taxes and Internal Revenue Stamps.....	19,291 26-1,544,881 92
	\$ 8,774,326 01

ASSETS.

Cash on hand, in Bank and in Trust Company.....	\$ 575,236 54
Invested in United States Stocks, cost.....	2,978,907 49
(Market value, \$3,156,506 87.)	
Invested in New York City Banks.....	41,549 00
(Market value, \$45,855.)	
Invested in New York State Stocks.....	806,306 60
(Market value, \$836,050.)	
Invested in other stocks.....	149,337 01
(Market value, \$151,225.)	
Loans on demand secured by U. S. and other stocks.....	257,700 00
(Market value, \$311,497.)	
Real Estate.....	528,234 53
(Market value, \$700,125 66.)	
Bonds and Mortgages.....	1,072,800 00
(Secured by Real Estate valued at \$2,260,000.)	
Premium Notes on Existing Policies, bearing Interest.....	1,556,837 47
Quarterly and semi-annual Premiums due subsequent to Jan. 1, 1868.....	346,285 81
Interest accrued to Jan. 1, 1868.....	52,402 83
Rents accrued to Jan. 1, 1868.....	2,401 96
Premiums on Policies in hands of agents and in course of transmission...	406,326 77
	\$ 8,774,326 01

Add Excess of market value of securities over cost.....

385,427 90

Cash Assets, January 1, 1868.....

\$ 8,159,753 91

LIABILITIES OF THE COMPANY.

Amount of Adjusted Losses, due subsequent to January 1, 1868.....	\$ 134,800 00
Amount of Reported Losses awaiting Proofs, etc.....	38,214 32
Amount reserved for Re-insurance on existing policies (valuations, Carlisle table, 4 per cent. interest, net premium).....	6,253,635 49
Return Premium declared prior to 1866, payable on demand.....	72,572 51
Return Premium, 1866, now to be paid.....	422,638 00
Return Premium, 1867, (present value).....	565,468 00-7,517,328 32

Divisible Surplus - - - \$ 1,642,425 59

During the year 6,597 policies have been issued, insuring.....

\$22,541,940 00

The Board of Trustees have directed the redemption of the dividends declared in 1866. Scrip Certificates for same will be redeemed in cash on and after the first MONDAY in March next, on presentation at the Home Office. Policies subject to notes will be credited with the redemption on the settlement of next annual premium. From the undivided fund as above of \$1,642,425 59, the Trustees have also declared a cash dividend to each participating policy proportioned to its "contribution to surplus," which will be available in settlement of the next annual